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USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK Volume 121 F-4C Aircraft, Near and Far-Field Noise

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ABROSPACE MEDICAL DIVISION
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FOR THE COMMANDER

HENNING É. VON GIERKE

Director

Biodynamics and Bioengineering Division Aerospace Medical Research Laboratory

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SECURITY CLASSIFICATION OF THIS PAGE (When Date Entered) READ INSTRUCTIONS REPORT DOCUMENTATION PAGE BEFORE COMPLETING FORM AMRL-TR-75-50 - Vol- 121 USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK F-4C Aircraft, Near and Far-Field Noise Volume 121 6. PERFORMING ORGE REPORT NUMBER B. CONTRACT OR GRANT NUMBER(s) 7. AUTHOR(e) Robert G. Powell PERFORMING ORGANIZATION NAME AND ADDRESS Aerospace Medical Research Laboratory Aerospace Medical Division, Air Force 62202F Systems Command, Wright-Patterson AFB OH 11. CONTROLLING OFFICE NAME AND ADDRESS 45433 Apr 🕰 🝎 79 Same as above 153 15. SECURITY CLASS, (of this report) 14. MONITORING AGENCY NAME & ADDRESS(If different from Controlling Office) Unclassified 15a. DECLASSIFICATION/DOWNGRADING 16. DISTRIBUTION STATEMENT (of this Report) Approved for public release; distribution unlimited 17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report) 18. SUPPLEMENTARY NOTES 19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Aircraft Noise Noise Environments F-4C Aircraft Bioenvironmental Noise 20. ABSTRACT (Continue on reverse side if necessary and identify by block number) The USAF F-4C is an all-weather, supersonic, fighter-bomber aircraft powered by two J79-GE-15 turbojet engines. This report provides measured and extrapolated data defining the bioacoustic environments produced by this aircraft operating on a concrete runup pad for six engine/power configurations. Near-field data are reported for six locations in a wide variety of physical and psychoacoustic measures: overall and band sound pressure levels, C-weighted and A-weighted sound DD FORM 1473 EDITION OF 1 NOV SS IS OBSOLETE

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levels, preferred speech interference level, perceived noise level, and limiting times for total daily exposure of personnel with and without standard Air Force ear protectors. Farfield data measured at 19 locations are normalized to standard meteorological conditions and extrapolated from 75-8000 meters to derive sets of equal-value contours for these same seven acoustic measures as functions of angle and distances from the source. Refer to Volume 1 of this handbook, "USAF Bioenvironmental Noise Data Handbook, Vol 1: Organization, Content and Application", AMRL-TR-75-50(1) 1975, for discussion of the objective and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing definitions of quantities, symbols, equations, applications, limitations, etc.

#### **PREFACE**

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project/Task 72316?. Technology To Define And Assess Environmental Quality of Noise From AF Operations and 723108, Crew Safety in Operational Noise Environments.

The author gratefully acknowledges Mr. John Cole for his assistance in preparing this report, Col Justus Rose and Mr. Robert England for their assistance in acquiring the raw data at Eglin AFB, Mr. Robert Lee for data acquired at Nellis AFB, Mr. Keith Kettler, Mr. Henry Mohlman and Mr. Fred Lampley of the University of Dayton for assistance in the mechanics of data processing, and Mrs. Peggy Massie for assistance in typing and preparation of the graphics.

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#### INTRODUCTION

The USAF F-4C is an all-weather, supersonic, fighter-bomber aircraft powered by two J79-GE-15 turbojet engines. The aircraft was manufactured by the McDonnell Douglas Corporation and the engines by the General Electric Company.

This volume provides measured and extrapolated data defining bioaccoustic environments produced by this aircraft during ground runup operations. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with ground runups of the F-4C aircraft.

This volume is one of a series published by the Aerospace Medical Research Laboratory (AMRL) under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and ground support equipment. The far-field, community-type, noise data in the handbook describe the noise produced during ground operations of aircraft, ground support equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. Volume 2 provides a method and data for adjusting the handbook's far-field noise data, which are for standard meteorological conditions (15°C temperature, 70% rel humidity, 0.760 meters Hg barometric pressure), to derive comparable data for other meteorological conditions. Refer to Volumes 1 and 2 (references 1 and 2) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., inflight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individual volumes are published and is available upon request from AMRL/BBE, Wright-Patterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of each updated index.

Direct any questions concerning the technical data in this report and other handbook volumes to: AMRL/BBE, Wright-Patterson AFB, OH 45433; AUTOVON 78-53675 or 78-53664; Commercial (513) 255-3675 or (513) 255-3664.

<sup>1.</sup> Cole, John N., USAF Bioenvironmental Noise Data Handbook Volume 1: Organization, Content and Application, AMRL-TR-75-50 (1), Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 2: Procedure to Evaluate Effects of Non-standard Meteorological Conditions on Far-Field Noise, AMRL-TR-75-50 (2), AMRL, WPAFB, OH, 1975.

#### **NEAR-FIELD NOISE**

#### **MEASUREMENTS**

AMRL acquired near-field noise data on the F-4C aircraft during ground runup operations of its turbojet engines. For these tests the aircraft was located on a concrete pad at Eglin AFB and Nellis AFB with no significant reflecting surfaces in the vicinity except the ground plane. Table 1 gives the surface meteorological conditions and the ten engine/power conditions. The ground-crew chief selected power conditions and near-field locations generally used during routine maintenance or engine runup for preflight checks.

At each near-field location a test engineer randomly moved a hand-held microphone in and around each location, probing all areas where a crew member's head would normally be located. He recorded all the noise samples on magnetic tape. During analysis of each sample, he determined the octave band root-mean-square sound pressure using a 4- or 8-sound integration time to derive a power-averaged level for each location. Figure 1 shows the four near-field locations where ground crews are usually located for maintenance and/or preflight checkout operations. Estimates of noise levels at other locations are difficult in the near-field since the noise source is spatially distributed, i.e., not a point source. The noise levels at near-field locations can vary widely depending upon relative distances from each noise source (intake noise, exhaust noise, panel resonances, internal engine noise through the engine wall, etc).

Table 1 lists the numeric/alphabetic designators used on the data pages in this report to identify the measurement locations and test conditions. For example, the designator 1/A means ground crew location 1 and test condition A.

#### RESULTS

The measured data presented in Table 2 define the sound pressure levels (SPL) produced by the F-4C aircraft at the six ground crew locations. This table includes the overall, 1/3 octave band, and octave band levels. From these data one can calculate the variety of measures given in Table 3, which are widely used to assess the effects of noise on personnel and their performance.

All near-field data are for the meteorological conditions at the time of test but are valid for all typical airbase meteorology because of the short sound propagation distances involved.

#### TABLE 1

# MEASUREMENT LOCATIONS AND TEST CONDITIONS FOR NEAR-FIELD NOISE MEASUREMENTS

F-4C Aircraft, Ground Runup Eglin AFB FL 22 Jul 1971 Tail #40930 Eglin AFB FL 4 Aug 1971 Tail #40817 Nellis AFB NV 9 Sep 1977 Tail #0647

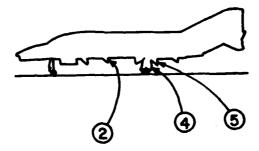
#### **Ground Crew Location** 1 MA-1A Operator **Bay Check** A/M 32A-60 Operator **Chock Pull** Leak Check Observer Aircraft Engine and Ground Support Equipment Operation A Engines Off, MD-3M, MA-1A (Unloaded) В Engine #1 Idle, MD-3M, MA-1A (Loaded) C Ground Support Equipment Off Engine #1 85% RPM D Engine #2 Idle A/M 32A-60 (Air Supply Off) E Engines #1 and #2 Idle A/M 32A-60 (Air Supply Off) Engines Off A/M 32A-60 (Air Supply Off) Ground Support Equipment Off Engines #1 and #2 Idle Ground Support Equipment Off Engine #1 Idle Ground Support Equipment Off Engine #1 Military Power Ground Support Equipment Off Engine #1 Afterburner Power Meteorology Eglin AFB, 4 Aug 1971, Location 1 and 2 Eglin AFB, 22 July 71, Location 3 and 4 Temperature 31.1 C Temperature 24 C Bar Pressure 0.760 M Hg Bar Pressure 0.760 M Hg Rel Humidity **55 %** Rel Humidity 88 % 1 M/Sec (2 Kt) Wind - Speed Wind — Speed 1 M/Sec (2 kt) - Direction 360 Deg 320 Deg - Direction Nellis AFB, Location 5 and 6 Temperature 37.8 C Bar Pressure 0.709 MHg

18 %

Calm

**Rel Humidity** 

Wind



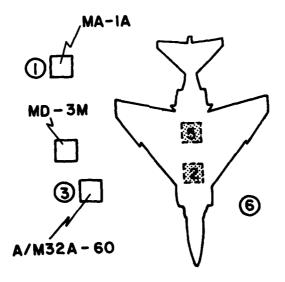


Figure 1. Near-Field Measurement Locations at Trim Pad Eglin AFB FL

## **FAR-FIELD NOISE**

### **MEASUREMENTS**

AMRL acquired far-field data during two 1-hour test periods at Eglin AFB. Figure 2 shows the ground runup pads, ground cover, aircraft orientation and the microphone measurement sites on each semicircle. The centers of the 50 and 75 meter radius semicircles used in surveying the J79-GE-15 engines were on the ground directly below the intersection of the aircraft's centerline and the plane passing through the exhause-nozzles' exits.

The ground runup pad (Hot Cargo Pad) used for all engine/power configurations except afterburner power did not have a blast deflector, therefore, the jet exhaust was in a "free-flow" condition. However the trim pad used for the afterburner power measurements did have a blast deflector installed as part of the facility. In this case the aircraft was placed on a long tie-down cable so that the distance between the exhaust nozzles and the deflector was 52 meters. At this distance there was minimal interaction between the noise source and the blast deflector so that noise measurements acquired at 50 meters were essentially in a "free-flow" condition and should be used as such.

Table 4 provides cockpit readouts of the engine's RPM for each setting used in the far-field tests. Also listed in his table are the surface meteorological conditions during data acquisition.

All microphone measurement sites are in the acoustic far-field of the source where the sound wavefronts spherically diverge and the noise source may be regarded as a point source.

Test personnel acquired far-field noise data at Eglin AFB by using a handheld microphone (1.7 meters/5-1/2 feet above the ground plane and pointed at the noise source, 0° incidence) and sequentially recording 5-10 seconds of data at each far-field location on a portable microphone/tape recorder system. The samples were then time-integrated to derive a root-mean-square sound pressure level.

#### RESULTS

Table 5 lists the overall and 1/3 octave band SPL measured at the far-field locations under meteorological conditions at the time of the test. Data in all other figures and tables are based on these levels. These data were normalized to 100 meters distance and standard meteorological conditions (15°C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure) and used to derive the graphic data in Figure 3 which provides a compact summary of the far-field noise characteristics of the F-4C aircraft in a standard format.

Figure 4 and Table 6 present two basic acoustic measures, the acoustic power levels and the directivity index, respectively. The acoustic power level describes the power radiated by the source as a function of frequency. The directivity index is a standard acoustical engineering measure that describes the geometric way in which the source radiates this power rs a function of both frequency and angle from source. These basic source measures are primarily of interest for acoustical engineers and noise generation/control specialists.

Estimates of noise levels for intermediate power conditions (e.g., 88% engine RPM), and/or different number of engines operating) can be determined as explained in Volume 1 of this handbook.

Figures 5 through 11 are sets of equal noise contours describing seven different measures of noise as a function of angle and distance from the source for standard day meteorology. They are, respectively, overall sound pressure level, C-weighted sound level, A-weighted sound level, permissible exposure times for personnel and octave band sound pressure levels.

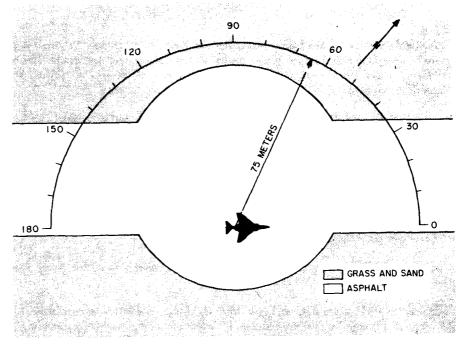


Figure 2(a). Far-Field Measurement Locations at the Hot Cargo Pad, Eglin AFB FL

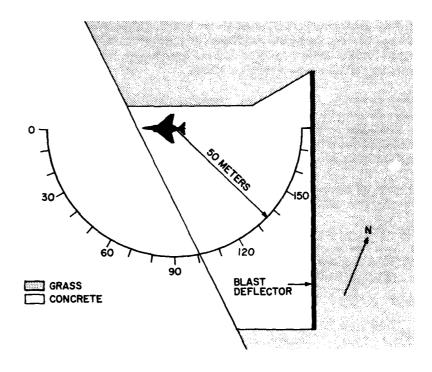


Figure 2(b). Far-Field Measurement Locations at the Trim Pad Eglin AFB FL

Data excessively influenced by spurious background/electronic noise were eliminated from all figures and tables. No data are presented at the 180 degree location for the military and two-engine 85% RPM power settings nor at the 160, 170, and 180 degree locations for the afterburner power setting because of turbulent air flow behind the aircraft. Typically, the A-weighted levels for these angles are 10 to 20 dBA below the level measured at the preceding microphone location.

Test personnel performed noise surveys during quiet periods when the background noise was minimal, e.g., early in the morning when no other aircraft or engine test stands were operating. Data eliminated because they were near the background/electronic noise were generally not significant because the levels were so low (e.g., Table 5 at idle power).

Volume 2 of the handbook describes the influence of meteorology on far-field noise environments, and provides, if required, the factors necessary to adjust the handbook's standard meteorological day data.

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1000         86         90         84         88         85         91         90         121         127         69         101         110           1250         92         91         80         80         90         91         109         121         126         89         100         111           1600         93         80         80         80         95         80         109         126         89         100         111         126         89         100         111         126         89         100         111         126         96         100         110         126         100         110         117         126         96         100         110         117         126         96         10         100         110	800	96	76	7	83	83	80	91	8	111	121	127	80	86	109	114
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election of the designation and designate the designation of the designation of the second of the se

LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

7													ONE TENT	LDENITICATIONS ) OMEGA 3.2 ) TEST 21-619-200 )	1 I UNE
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F-4C AIRCRAFT GROUND CREW NEAR FIELD NOISE	AFT NOISE	LEVELS	J J J	1									) 24 AP ) ) PAGE	24 APR 79 PAGE 31	_
FREQ	1/A	1/8	2/H	3/0	3/E	3/F	LOCATION/CONDITION 4/G 5/H 5/C	N / CON	DITION 5/C	5/1	57.3	₩/9	9/9	1/9	<b>79</b>
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63	46	66	1 12	97	119	95	124	100	109	111	120	87	95	100	110
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250	100	102	86	102	101	101	93	<b>4</b> 6	117	123	127	82	106	112	118
200	96	103	9	91	95	97	92	96	115	124	130	90	102	112	119
1000	5	26	<b>E</b>	67	92	91	9	95	114	126	131	93	107	115	119
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0004	101	100	ኇ	8	91	93	4	96	111	119	127	97	109	109	116
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V-51R EAR PLUGS OASLA* 9	26 26	68	2	22	77	11	85	7.7	95	105		76	86	93	98
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ANNOYANCE Perceived noise		LE VEL,	TONE		CORRECTED (PNLT IN	Ř H I	N PN08)								
TONE CORRECTION PNLT 135		131 C	08) 122	114	117	119	122	119	134	142	4 40	20	7 2 4	4 7.5	4

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BASED ON CALCULATED SPL SPECTRUM UNDER PROTECTIVE DEVICE. ADDITIONAL EAR PROTECTION REQUIRED. TIME LIMIT SET TO AVOID WHOLE BODY EFFECTS (WHOLE BODY LIMITS EXTRAPOLATED AT -4 DB PER DOUBLE TIME).

## **TABLE 4**

## **TEST CONDITIONS** FOR FAR-FIELD NOISE MEASUREMENTS

F-4C Aircraft, Ground Runups, Eglin AFB FL 22 July 1971, Tail #40930 4 August 1971, Tail #40817

## Aircraft Engine Operation

Idle

Single Engine

65% RPM, Core Speed

85% Runup

Single Engine

85% RPM, NC

Military

Single Engine

100% RPM, NC

Idle

Two Engines

65% RPM, NC

85% Runup

Two Engines

85% RPM, NC

Afterburner

Single Engine

100% RPM, NC

## Meteorology

## 22 July 1971 (Idle, 85% and Military)

Temperature Bar Pressure **Rel Humidity** Wind - Speed - Direction

25.6 C 0.761 M Hg 65 %

2 M/Sec (4 kts)

020 Deg

## 4 August 1971 (Afterburner)

Temperature **Bar Pressure** Rel Humidity Wind - Speed - Direction

31.1 C 0.761 M Hg **55 %** 1 M/Sec (2 kts)

360 Deg

	DISTANCE =	DISTANCE = 75	METERS	RS													<b>~</b> '		3
NOISE SOURCE	SOURCE/SUBJECT	i i	• •	900	OPERATIONS	-				HET	ME TE OROLOGY	06 Y 1		•		? ? ?	RUN 0	5-002-	-026
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FREG						!		ANGLE	: ~	DEGREES)	2							!	
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31.5	76<	7.8	7.9	80	62	80	83	83	63		-	90	29	82	80	90	82	4	79
0,	81	83	82	40	83	85	4		87			94	85	85	85	85	83	83	82
20	72<	72<	71<	92	15	22	25	25	92			92	77	7.8	77	75	75	4	73<
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125	67<	704	7.	75	73	734	7.	92	78		80	81	91	81	79	62	11	714	65
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630	7.1	72	7.0	72	71	69	69	20	69			68	71	71	29	63	61	61	<b>*</b> 6 <b>*</b>
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1250	92	75	75	*	22	20	29	29	68			99	69	99	63	62	62	61	<b>\$</b>
1600	87	96	<b>6</b> 0	<b>4</b>	7	7.8	11	11	4.	68	-	29	69	29	67	65	63	63	Š
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3150	75	92	75	92	7	69	29	29	99			63	9	63	29	59	22	57	Ž
0004	11	79	11	11	72	72	69	68	68	99		65	65	65	49	61	28	25	ž
2000	7.4	16	<b>5</b>	75	70	20	29	99	65			99	99	65	63	61	26	55	9
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0009	70	72	7.1	2	99	99	62	61	29	σ.	55	<b>6</b> 4	65	<b>9</b>	<b>\$</b>	61	21	<b>3</b>	8
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FREG								ANG	0.E (	DEGREI	S								
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630	94	89	88	90	90	91	95	95	26	46	96	66	100	102	100	66	96	40	65
800	89	66	91	96	97	66	103	101	103	66	66	109	110	110	105	107	103	96	71
1000	79	82	83	85	86	99	83	91	35	95	93	76	95	98	98	96	93	90	63
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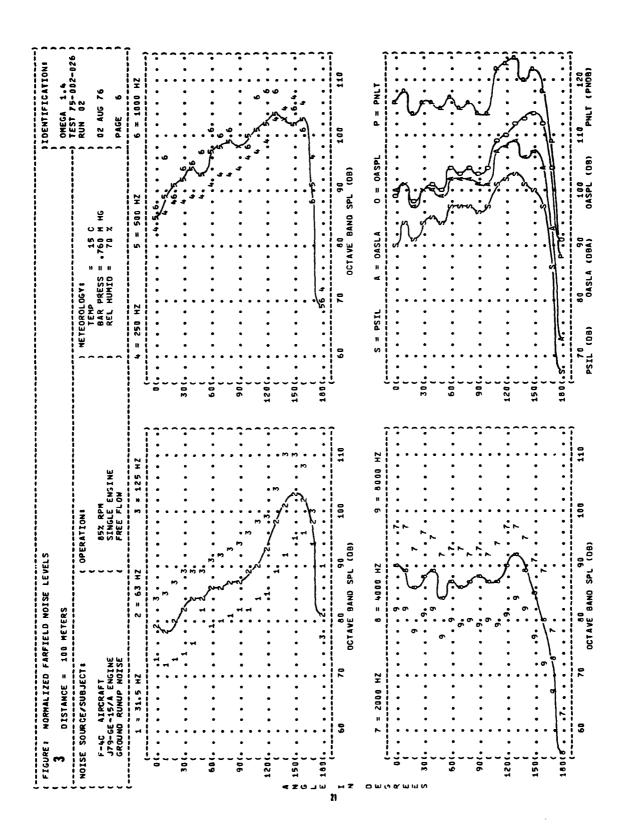
< LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.</pre>

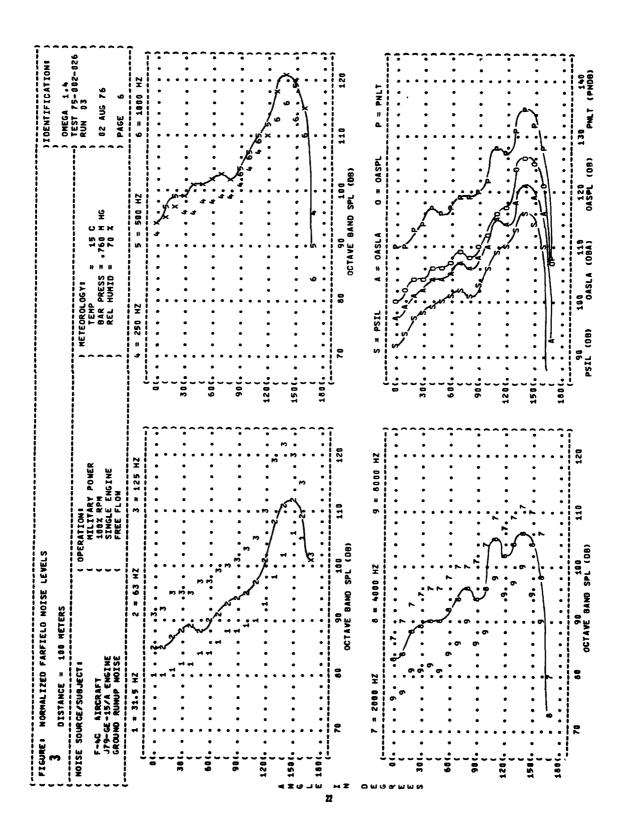
5 1/3	1/3 OCTAVE DISTANCE =	E BAND	O 5 NETERS														ONEGA		
NOISE SOURCE	SOURCE/SUBJECT	CT:		( OPE	OPERATION	i i				i ¥	ETEOROLOG	DLOGY	-	١,		7-	TEST		2-026
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E C	A ENGIL	W Z		, e	80TH E	H ENGINE	S			` ~	1 L	HUMID	: , ,,	601 801	9	•			
GROUND RUNUP	UP NOIS	SE		_	REE					~				ı		~	PAGE	~	
FREG								Æ	NGLE	(DEGR	EES)								
(HZ)	0	70	20	30	<b>•</b>	20	60	70	90	9	90 100	110	120	130	140	150	160	170	180
52	70<	~	714	744	734	76<	7.8	7.8	91	80		63	82	96	96	31	92	90	
31.5	734	~	754	75	2	79	79	80	81	81	80	40	86	87	96	76	95	90	
<b>6</b>	75<	~	77	78	80	80	8	83	94	40	80 N	88	88	90	46	96	96	60	
20	92	11	7.8	7.8	82	82	82	82	82	86	88	8	4	96	97	66	95	36	
63	79	78	80	81	98	<b>4</b>	86	96	87	89	06	95	96	96	101	102	98	98	
80	80	8	8	83	<b>3</b> (	80	<b>&amp;</b>	60 (	8	8	96	35	92	001	103	703	001	# 60	
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315	98	86	83	96	91	93	95	J T	96	95	66	100	100	102	103	104	102	7.4	
004	88	88	91	91	46	95	92	96	98	98	100	101	102	104	104	103	101	73	
200	86	4	89	<b>8</b>	93	93	96	46	96	96	86	66	102	102	101	100	97	2	
630	96	90	91	91	46	95	95	98	98	26	100	104	104	103	100	101	4	7	
800	93	95	95	94	100	103	103	103	102	104	104	113	114	110	108	110	106	18	
1000	<b>9</b>	82	<b>8</b> 0	96	88	83	89	95	<del>1</del> 6	<b>7</b> 6	96	96	26	66	97	86	93	29	
1250	83	83	<b>8</b>	86	88	8	8	90	95	93	92	4	97	97	95	95	90	49	
1600	92	86	86	87	90	35	90	6	35	93	92	96	98	95	93	<b>3</b> 6	91	<b>\$</b>	
2000	92	97	93	93	95	16	89	89	31	92	93	94	9 20	95	92	95	87	62	
2500	96	86	96	95	92	93	91	83	90	91	93	95	92	93	91	8	82	61	
3150	87	8	87	36	92	96	83	82	87	88	90	8	95	9	8	87	81	23	
4000	90	91	8	87	8	87	83	82	87	<b>6</b> 0	90	90	4	89	88	96	79	25	
5000	68	9	87	82	87	86	83	80	92	96	29	87	88	86	8	83	92	25	
6300	82	<b>8</b> 6	48	82	6 6	93	79	81	40	4	96	92	90	8	<b>\$</b>	2	4.4	25	
8000	83	92	82	81	82	81	78	79	82	85	48	83	<b>1</b> 0	82	85	79	73	5	
10000	79	73	<b>2</b>	92	<b>%</b>	22	4	92	78	78	80	<b>©</b>	80	78	78	72	69	<b>1</b>	
OVERALL	102	103	103	103	105	106	106	107	108	108	110	115	116	116	117	118	114	26	
							1	-		•						71111			

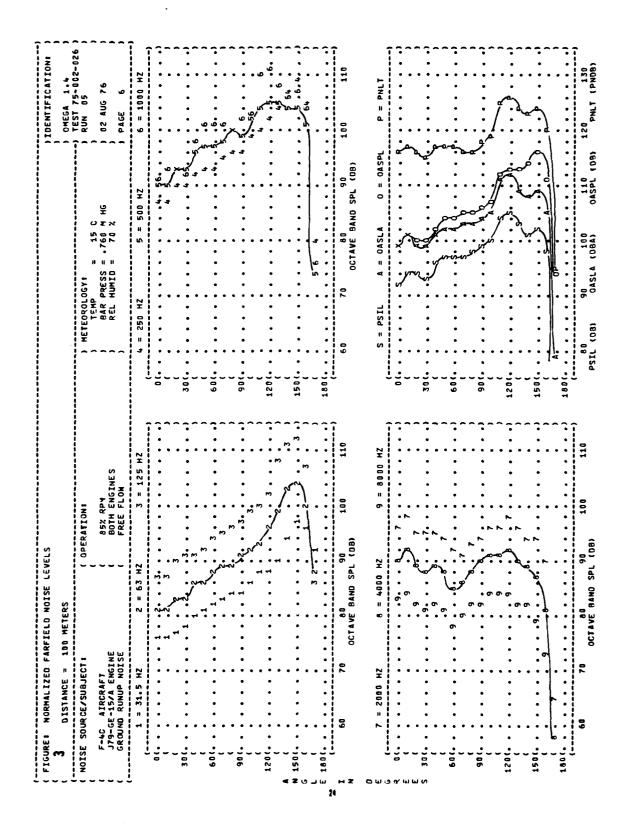
< LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

•	1/3 OCTAVE DISTANCE =	B AN	AND 50 HET	METERS	, ,											3 01	MEGA	OMEGA 1.4	- 1
HOISE SOURC	SOURCE/SUBJECT	CT3		6	ERATION S	BURNE	R POWER	<u>a</u>		<u> </u>	ETEOROLOGY Temp	)L06Y	. "	31 C		- & - ^ ^	RUN 0	)3  3	
F-4C AIR	AIRCRAFT				100%	RPH	_	<b>.</b>		. ~	BAR	PRESS		I	HG.	•	09 AUG	76	
5	/A ENGI	¥.		J	SINGL	SINGLE ENGI	INE			_	REL	HOH				^			
FAR FIELD	NOISE			_	DEFLE	CTED	FLOW			^						_	PAGE	2	- }
FREG	•							Ā	ANGLE	(DEGREES)	ES)								•
(HZ)	•	97	20	30	<b>?</b>	20	90	7.0	8	90	100	110	120	130	140	150	160	170 18	9
25	89		89	91	16	93	93	95	ð	96	100	98	101	106	109	108			
31.5	46		92	93	93	94	92	97	97	97	104	102	108	111	113	111			
0 7	46		95	95	4	86	66	66	66	100	108	101	113	114	116	112			
20	93		92	97	96	97	66	100	100	103	108	108	113	117	117	112			
63	97	96	97	66	66	100	100	101	102	103	108	110	116	121	120	112			
9 9	5	J (	9 6	100	100	201	102	201	103	102	112	114	121	123	120	11;			
125	101		101	1 0 2	1 1		107	100	9 5	111	110	123	124	129	124	116			
160	707	105	107	107	108	108	109	110	111	112	121	124	131	130	129	111			
200	102	104	105	105	105	107	107	108	110	111	120	123	127	127	127	108			
250	103	104	107	106	108	107	107	110	112	114	122	124	128	128	128	105			
315	106	105	107	109	110	110	112	112	114	116	126	127	129	131	132	106			
004	104	103	106	108	109	110	111	112	113	114	124	126	127	129	130	108			
200	102	104	106	107	108	108	109	112	115	116	124	125	125	126	125	104			
630	105	106	107	109	111	111	113	115	115	117	126	126	128	129	127	106			
800	100	102	104	106	108	108	110	111	114	115	123	123	124	124	122	104			
1000	100	102	103	105	107	107	109	111	112	114	123	122	123	123	121	102			
1250	96	101	101	103	106	106	109	110	112	113	121	121	121	122	120	102			
1600	& (C	101	102	103	106	106	109	11	112	114	122	121	122	123	120	102			
0002	76	-	101	102	102	102	2 C	110	110	113	121	120	120	122	118	101			
ے د	92	5° C	5 6	100	103	201	102	109	108	110	119	117	118	120	115	86			
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	9 6	7 6	, 0	4	0 6	9 6		107	1 0	904	110	112	4 T T	1 1	111	† *			
2	96	. e0	6	6	<b>.</b> 6	96	6	102	101	101	11	111	111	112	109	£			
8	<b>*</b>	87	89	8	93	70	96	102	101	103	111	Ħ	112	113	109	96			
OVERALL	4	i i		,	,														
			717	9	119	120	121	123	124	126	134	135	138	139	138	122			

LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.







•								OMEGA	1.4
SOURCE C AIRC -GE-15/ FIELD	YSUBJECT 1 RAFT A ENGINE NOISE	OPERATIONS ( IDLE POM ( 65% RPH ( SINGLE E ( DEFLECTE	ERATION: IDLE POWER 65% RPM SINGLE ENGINE DEFLECTED FLOM		HETEORG TEMP BAR F	METEOROLOGY: TEMP = BAR PRESS = REL HUMID =	761 K		-002-05 76 3
•	3 = 1/3	OCTAVE	1	= OCTAVE		O = OVERALL	771	4	K
20		•						) 1/3 OCTAVE	OCTAVE
31.5	•	•	•		200	30.0 0.10	•	127.3	132.7
4 10	••				3	, J.	• •	131.1	
63	• • • • • • •	•	•	•		•	•	120.3	126.0
9 (	•	•	•	•	سر اسرور	•	•	122.3	
100	· · ·	•	•	•	NO. P	•	•	123.0	4
160	•	•	•	•	 	· · · · ·	•	124.2	158.4
200	•	•	•	•	1	•	•	118.6	
315	•	•	•		•	•	•	116.7	122.6
004	•	•				• •	• •	119.1	
500	• • • • • • • • • • • • • • • • • • • •	•	•	,		•	•	115.7	122.4
630	•	•	•	۳ <u>.</u>	`	•	•	117.5	
1000	•	•	•	٠ ٠	•	•	•	116.0	110.5
1250		•	•	, , , , , , , , , , , , , , , , , , ,		, , , .	•	113.5	
1600	•	•	•	<i>:</i>	1.83	•	•	120.9	
2000	• • • • • • • • • • • • • • • • • • • •	•	•	• • • • •	,	•	•	122.0	126.0
2500	•	•	•		7	•	•	120.6	
2720	•	•	•	نر ا	\	•	• •	115.4	404
2000		, , ,	•	,			•	115.7	161.0
6300	•	•	•	 	~	. •	•	115.4	
0000	• • • • • • • • • • • • • • • • • • • •	•	•	, v.		•	•	114.0	118.7
10000	•	•	•	<b>.</b>	•	•	•	111.7	
OVERALL	•	•	•	•	•		•	136.0	•
		•	•		•	•	•		•

SOURCE/SUB-LECT: OPERATION: NETECOCLOGY: 26 C						•												HO C	OMEGA 1.4	
FACE AIRCRAFT  FREE FLOW  STIGNTE  FREE FLOW  STIGNTE  FREE FLOW  STIGNTE  STIGNTE  FREE FLOW  STIGNTE  STIGNT  STIGNTE	NOTSE SOUR	RCE/SU	BJEC	=		Ĉ.	PERAT	HON			} 	~	ETEOR	<b>₩</b> 0000	. ·	i			20	20-200
GROUND ROUND ROUSE (FREE FLOW 1) PAGE 3  25  40  51  52  54  55  63  60  60  60  60  60  60  60  60  60	F-4C AI	TRCRAF	<b>—</b>	1		. <b>.</b> .	85%	4 d					94.0	PRESS		) <b>T</b> ;	HG.	, 02	AUG 7	9
25		RUNUP	NOIS	ы II			FREE	F. C.	e Tur				ΑΕ. •		н	n l		) PAG		
25 40 40 40 40 63 63 63 100 110 110 110 110 110 110 11						CTAV	ш		1		AVE				ERALL				•	
31.5 50 63 63 105 105 105 105 105 105 105 105	•	<u> </u>		1													`` •		A.	OCTAVE
40 63 63 63 63 63 63 63 63 63 63	2.5 2.5	, E				•		•		عرس	¥	•		•		•	~ ~	128	9.4	126
50 1130-2 1130-2 1130-2 1130-2 1130-2 1130-2 1130-2 1130-2 1140-2 1130-2 1140-2	10	· · ·	•	•	•	•	•	• • •	•	, y	/	•	•	•	•	•	: ^	132	: M	19201
130.0 10	20	•				•		•		•	þ	ŀ		•		•	_	134		
100 (145.2) 1445.2 1465	63	e .	•	•	•	•	•	•	•	•	•	ן. • אַ	: '/	•	•	•	•	138	٠,٠	142.8
125 125 125 126 126 126 126 126 126 126 126 126 126		, <u>.</u>				• •		• •		• •		1°	/	• •				103	0 M	
160 (4.5.5) 250 (4.0.5) 250 (4.0.5) 315 (4.0.5) 400 (4.0.5) 100 (4				•	•	•	•	•	•	•	•	•	بمر		•	•	٠.	145	· ~	149.9
250 (4.13.9) 142.9 142.9 142.9 142.9 142.9 142.9 142.0 142.0 144.1 142.0 144.1 142.0 144.1 142.0		•				•		•		•		•	*W	·		•	_	146.	ñ	
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1000 (138.8 138.6 138.0 129.0 138.0 129.0 129.0 129.0 129.0 129.0 120.0		-				•		•		•				ز		•	_	145	9	
1000 (		_				•		•		•		•		/1		•	~	150.	۲.	
1250 (138.1 138.1 138.0		_		•	•	•	•	•	•	•	•		:	ببر	•	•	•	138	80	151.2
136.0 2500 2500 4000 6300		• ·				•		•		•		, M.J.	1	١.		•	_	138	ન :	
2500 2500 3150 4000 6300 6300 6300 6300 6300 6300 630		_				•		•		•		•	\	•		•	^	138	-	
3150 (		<del>-</del> .		•	•	•	•	•	•	•	•	٠. در	٠ ٠	•	•	•	•	137	σ.	142.9
133.6 133.7 131.7 129.9 129.9 129.1 126.3		_		•		•		•		•	1	`.		•		•	_	138	*	
131.7 129.9 129.9 129.1 126.3	3150	~ ·		•		•		•		•	, ,	<b>'</b>		•		•	~ .	133	91	
131.7 129.9 129.9 129.1 126.3		· ·	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	133	_	137.
126.3 126.3 126.9	5000	- ·				•		•		٧.	\	•		•		•		131	<b>~</b> 0	
126.3 L (			,	•	,	•		•		٠,	\	•		•		•		100		422
	10000		•	•	•	•	•	• • •	• jo •	• 3 ·	•	•	• •	•	•	•	•	126	4 m	
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	0 <b>6</b> EK A	֝֞֝֟֝֝֟֝֟֝֟֝֟֝֟֝֟֝֟֝֟֟֝֟֟֝֟֝֟֟֝		•	•	•	•	•	•	•	•	•	•	•	• 	•	:-		156.	<b>-</b>
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OWEGE 7   OPERATION   OPERAT	FIGURE: ACOU	ACOUSTIC FUMER LEVEL	EVEL LIME!	•				
SOURCE/SUBJECT: OPERATION: METEOROLOGY: 26 C	<b>.</b>							<b>~</b> ^
F-4C AIRCRAFT  TOTAL IN THE PRESS = 761 H HG	NOISE SOURCE	SUBJECT	90 )	)		METEOROLOGY :	ì	-
TOP-GE-15A ENGINE (FREE FLOW TOP-GE-15A ENGINE ) FIGH 19 PM	F-4C AIRCR	AFT	- <del>-</del>		•	RESS	) I	
25 40 40 40 63 63 63 63 63 63 63 63 63 63	J79-GE-15/A GROUND RUNU	I ENGINE		SINGLE ENGINE PREE FLOW		HUMIO		) PAGE 3
25 31.5 40 100 100 100 100 100 100 100		H 100		•	OCTAVE			<u> </u>
31.5 50 60 60 60 100 100 100 100 100	ti C				• • • • • • • • • • • • • • • • • • • •		. (	
63 (6 (6 (6 (6 (6 (6 (6 (6 (6 (6 (6 (6 (6	31.5	•	•	<i>[</i>		•	•	138.5 144.5
59 (53 (64 ) 1443.5 (64 ) 1463.	0.5	•	•	•	/	•	•	-
150 6 1 150 6	20	•	•	•	ا بنه •	•	•	lo i
125 1 155 6	7) C Ø 40	•	•	• • • • • • • • • • • • • • • • • • • •	, , ,	· · · /	•	146.3 151.6
125 (125 (125 (125 (125 (125 (125 (125 (	-	•	•	•	•	7	•	153.4
250 250 250 250 250 250 400 630 630 630 600 600 600 600 6		•	•	• • • • • • •	•		•	155.8 160.7
250 400 500 630 100 1250 100 1250 100 1250 100 100 100 100 100 100 100 1		•	•	•	•	• ~,	•	157.7
315 (196.2   197.6   1			•		• •	200	•	
157.6 500 600 1000 1250			•	•	, •	المحرار المحرا	•	~
500 (530 (530 (530 (530 (530 (530 (530 (		•	•	•	•	, P7	•	
630 (630 (630 (630 (630 (630 (630 (630 (		• • • • • • • • • • • • • • • • • • • •	•	• • • • • • •	•	• • • • • • • • • • • • • • • • • • • •	•	155.4 160.7
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1250 1600 1600 1600 1600 1600 1600 1600 16		•	•	•	• '	· \	•	۰ م
1600 (		•	•	• • • • • • •	•	,1	•	150.8 156.7
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2500 (					3		•	169.1 154.3
146.2 146.2 143.4 142.3 140.3 140.3 140.3		•	, , ,	•	<u>-</u> -7		•	١ ٨
146.2 143.4 142.3 142.3 140.3 140.3 140.3 140.3 140.3	3150	•	•	•	\ \		•	~
143.4 142.3 142.3 142.1 140.3 140.5 110 120 140 150 150 170	0004	• • • • • •	•	• • • • • • •	1		•	146.2 150.2
LL (, 150 150 150 170 170 170 170 170 170 170 170 170 17	5000	•	•	•	, X.	•	•	143.4
LL (	6300	•	•	•		•	•	<b>m</b>
LL (	<b>6000</b> 10000		•	•	1 . 7	•	•	142.1 146.5
( · · · · · · · · · · · · · · · · · · ·		•	•	•	•	•	•	•
110 120 130 140 150 160 170	OVERALL	• • • • • • • • • • • • • • • • • • • •	•	• • • • • • • • • • • • • • • • • • • •	•		•	166.5
110 120 130 140 150 160 170		- 1	•	•	•	•	•	
		}	120					

							) UMEGA	1.4
i W	UBJECT	( OPERATIONS	POWER	# (	METEOROLOGY:	26 C	_	* * *
F-4C AIRCRAFT J79-GE-15/A ENGINE	AFT Engine		PM		PRESS = .7	61 M HG	) 02 AUG 76	76
GROUND RUNU	1	( FREE F	FLOW	•			PAGE	m
	3 = 1/3	OCTAVE	1 = 00	i	0 = OVERALL			F
20	,	7		• • • • • • • • • • • • • • • • • • •			1/3 OCTAVE	OCTAVE
31.5		•	• •		-13/-7	•	128.7	133.9
4	•	•	•	•	المراجعة	·	132.1	
0 Y	•	•	•	• M	\	•	123.0	196 9
9 60		•	• •			•	119.7	2 • 0 > 7
	•	•	•	ا م •	•	•	121.0	
125	• • • • • • • • • • • • • • • • • • • •	• • • • • • •	•	•		•	124.7	128.8
	•	•	•	`	·,	•	125.2	
220	· · ·	•		7	•	· •	119.0	122.4
	•	•	•	, ory	•	•	117.1	
	•	•	•	, MS.	•	·	119.3	
	• • • • • • •	• • • • • •	• • • • • • • • • • • • • • • • • • • •		•	•	118.2	122.7
	•	•	•	·	•	·	115.2	
	•	•	•	<u></u>	•	~·	115.8	•
1001	• • • • • • • • • • • • • • • • • • • •	•	•	• • • • • • • • • • • • • • • • • • • •	•	•	114.1	119.5
	• •	• •	• •		•	•	124.0	
	•				٠		121	426.0
2 2500		•	• •		•	``	118.7	1624
3150	•	•	•	1	•	^	113.9	
0004	• • • • • • • • • • • • • • • • • • • •	• • • • • •	• • • • • •		• • • • • • •	•	116.5	120.0
5000	•	•	•	· ~	•	•	114.8	
6300	•	•	•	M	•	~ •	114.7	
8000 10000	•	•	· · · · · · · · · · · · · · · · · · ·	H . M.	•	•••	114.2 111.2	118.4
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NOISE SOURCE/SUBJECT F-4C AIRCRAFT J79-GE-15/A ENGINE	SOURCE/SUBJECT 1 AIRCRAFT GE-15/A ENGINE	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OPERATIONS  BSX RPM  BOTH ENGINES	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	######################################	METEOROLOGY: TEMP BAR PRESS: REL HUMID:	= 26 ( = .761 !	9 1 1 1 1	1 TEST 75 1 RUN 05 1 DZ AUG	75-002-026 05 G 76
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152	F-4C AIRCRAFT J79-6E-15/A ENGINE FAR FIELD NOISE	AFT Engine OISE				BAR PRESS #	.761 55	) 09 AUG 76 ) ) PAGE 3
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13	DIRECTIVITY	1	INDEX	(80)												I	IDENTIFICATION:	FICAT	IONE
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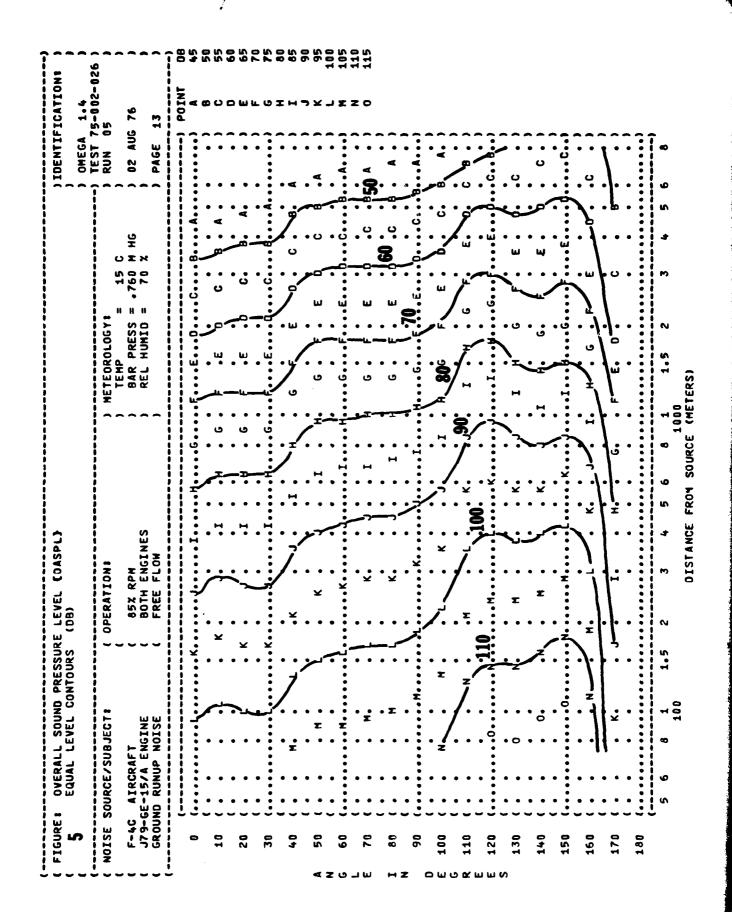
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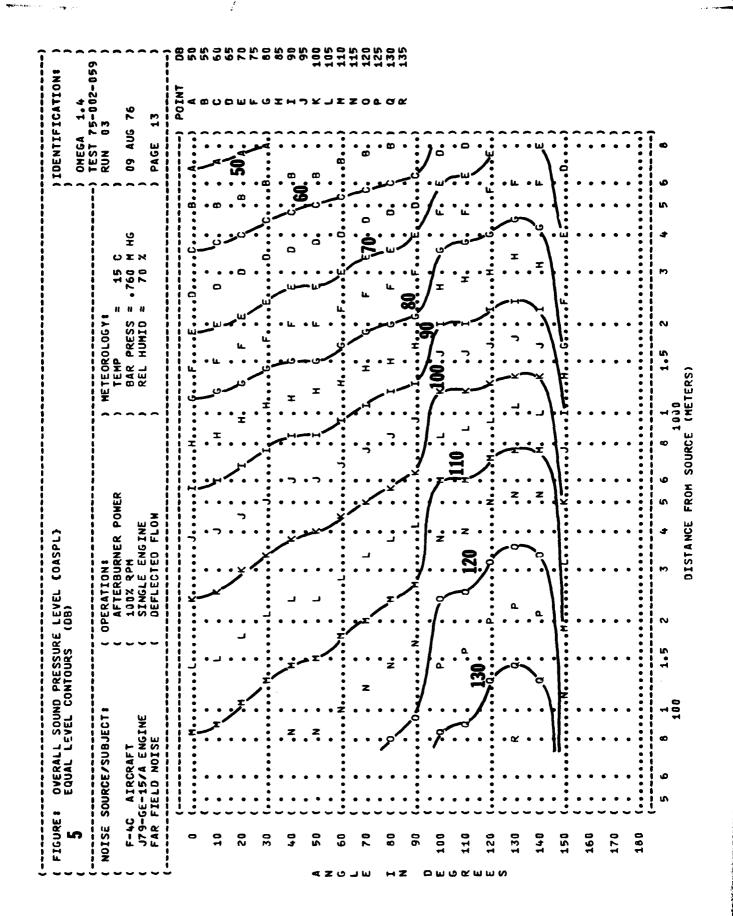
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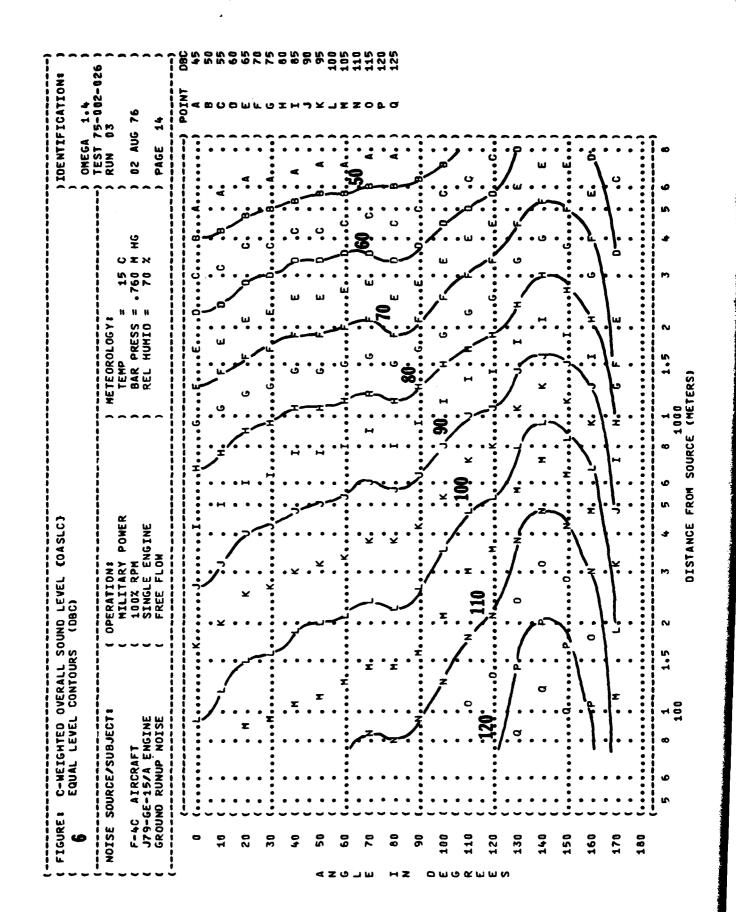




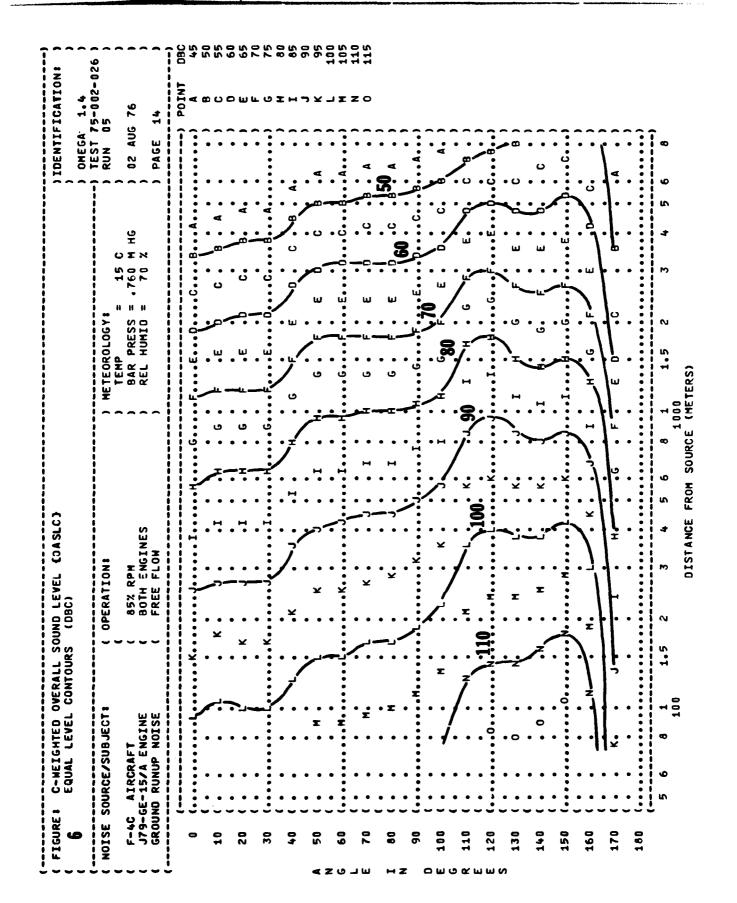
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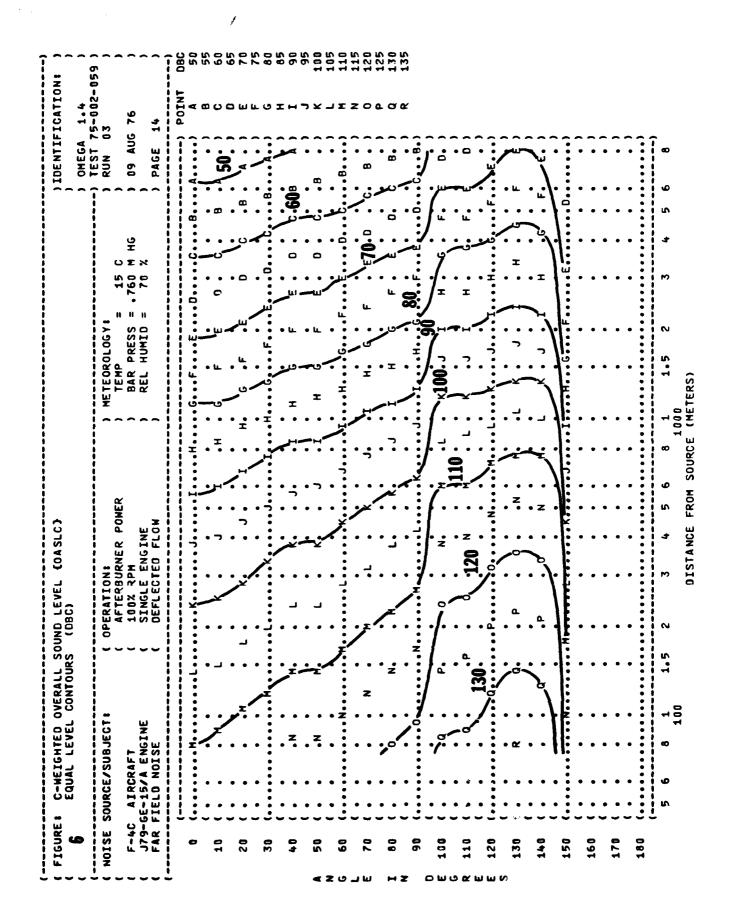
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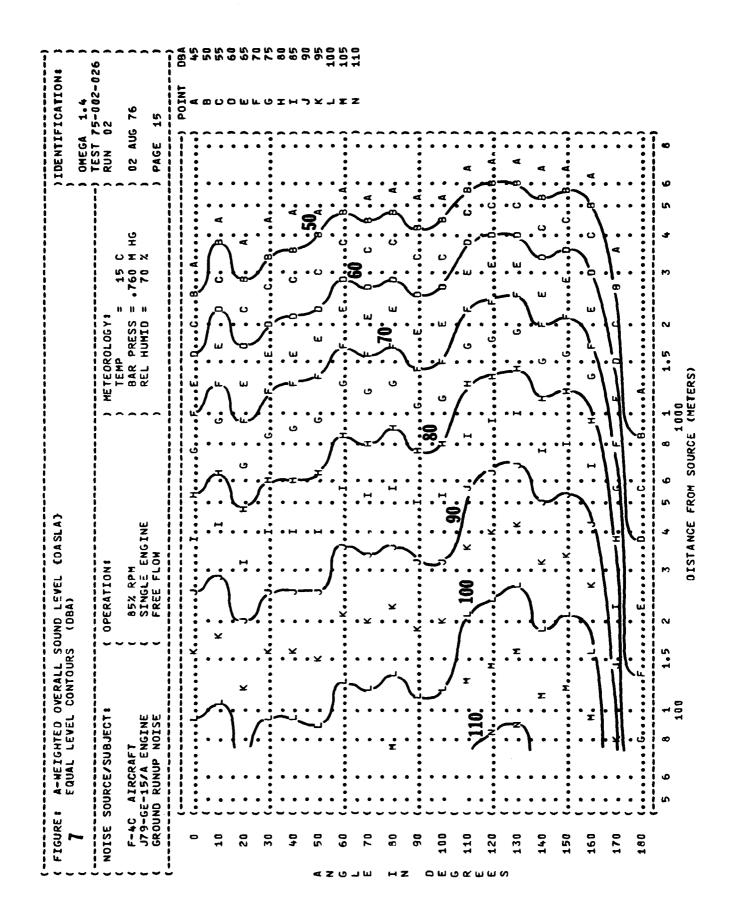


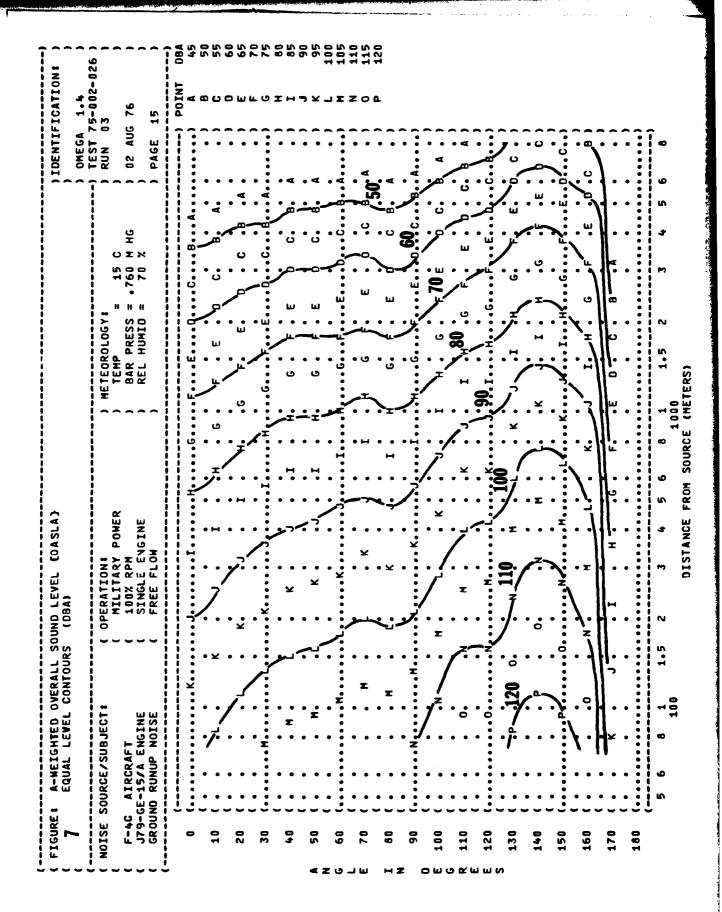
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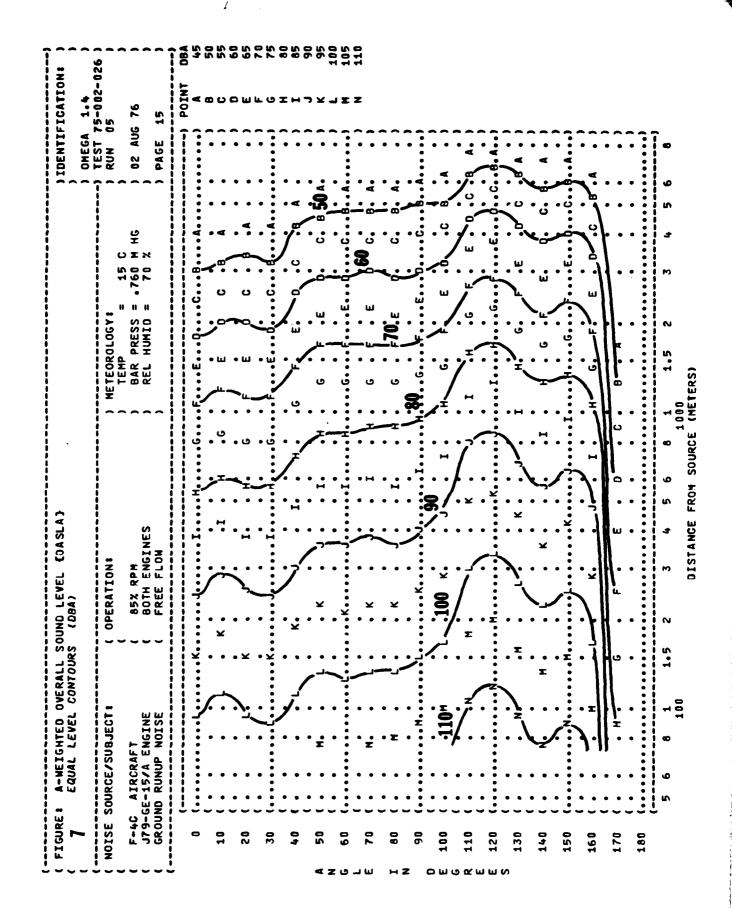


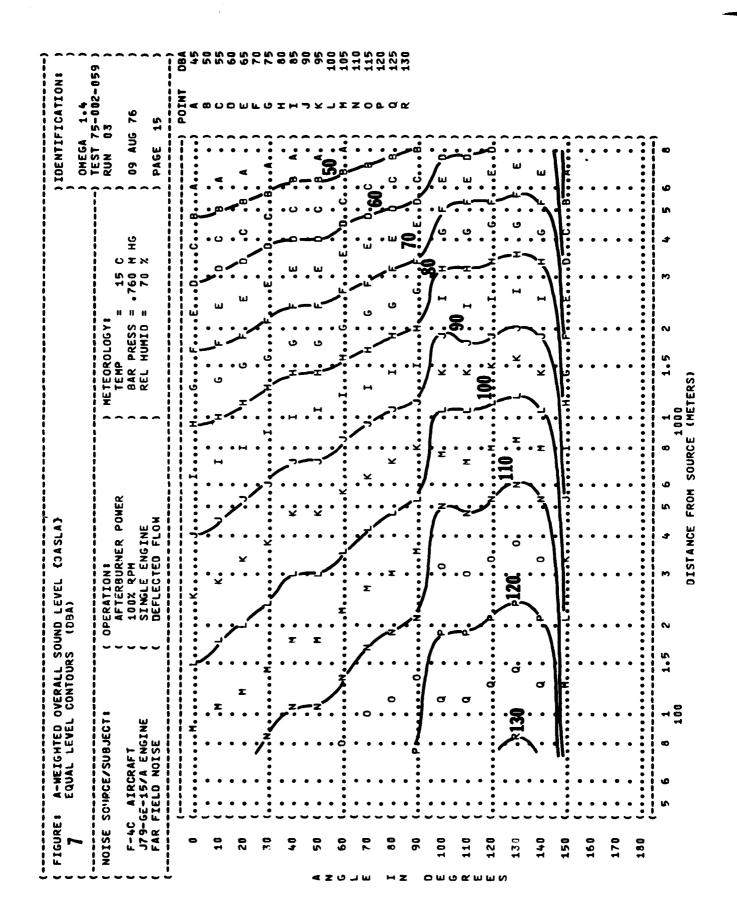
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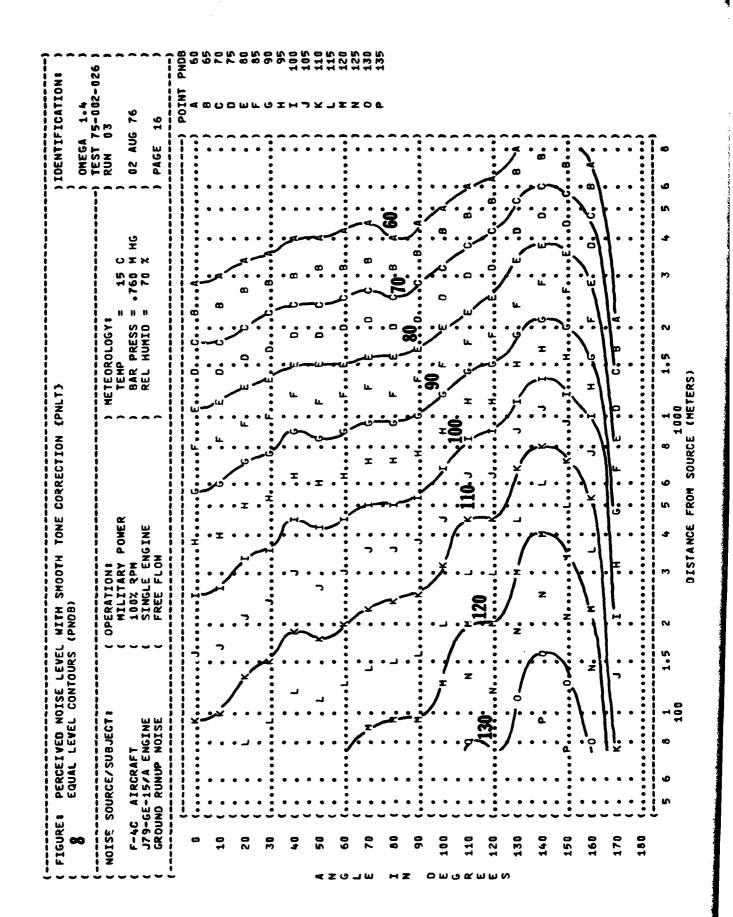
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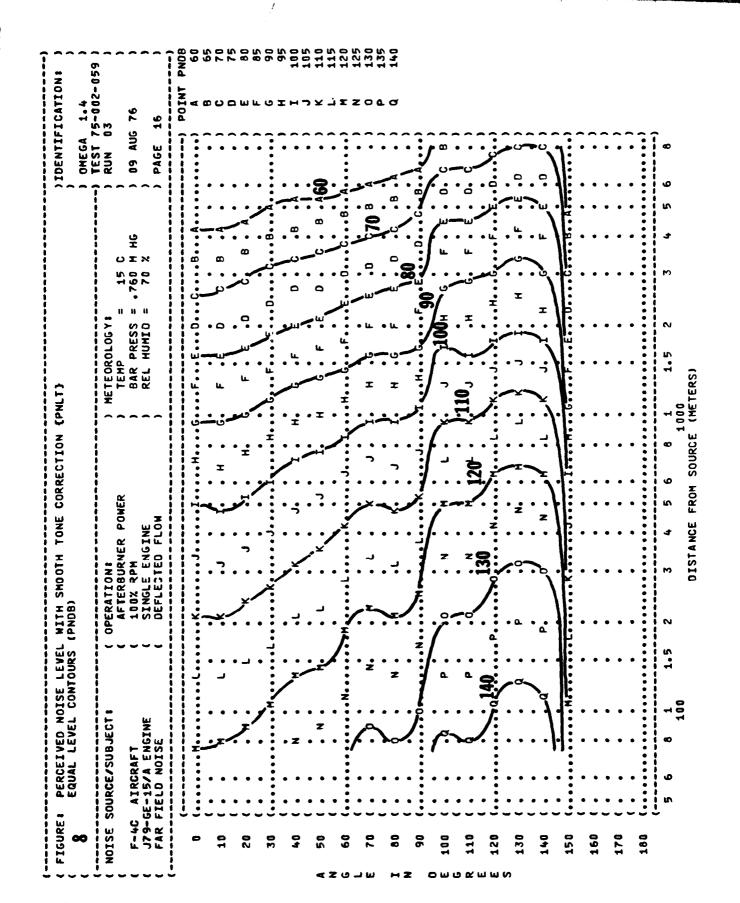
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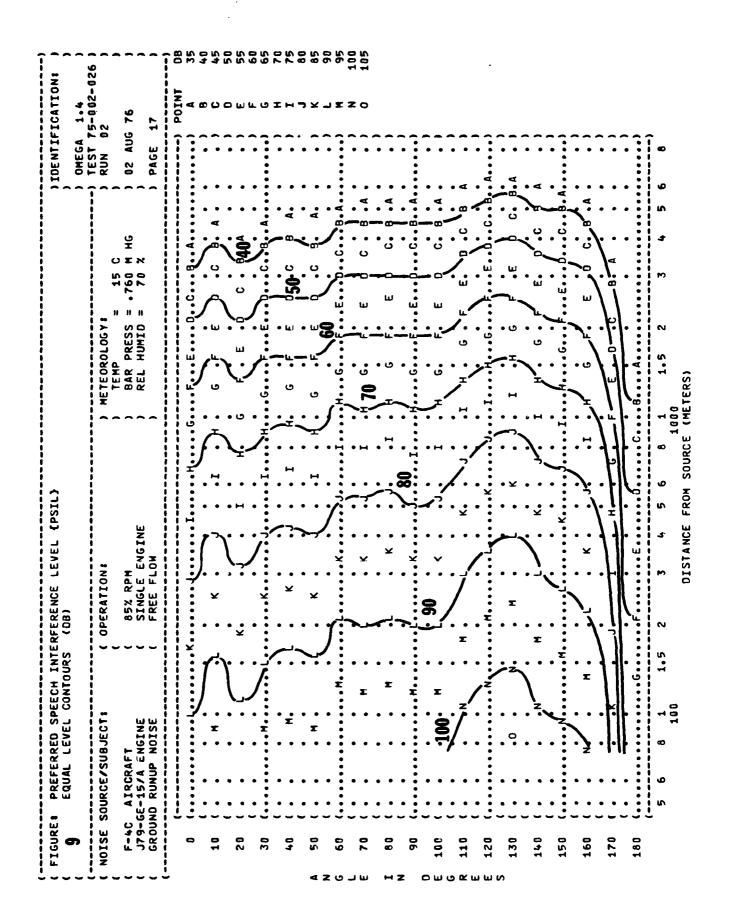


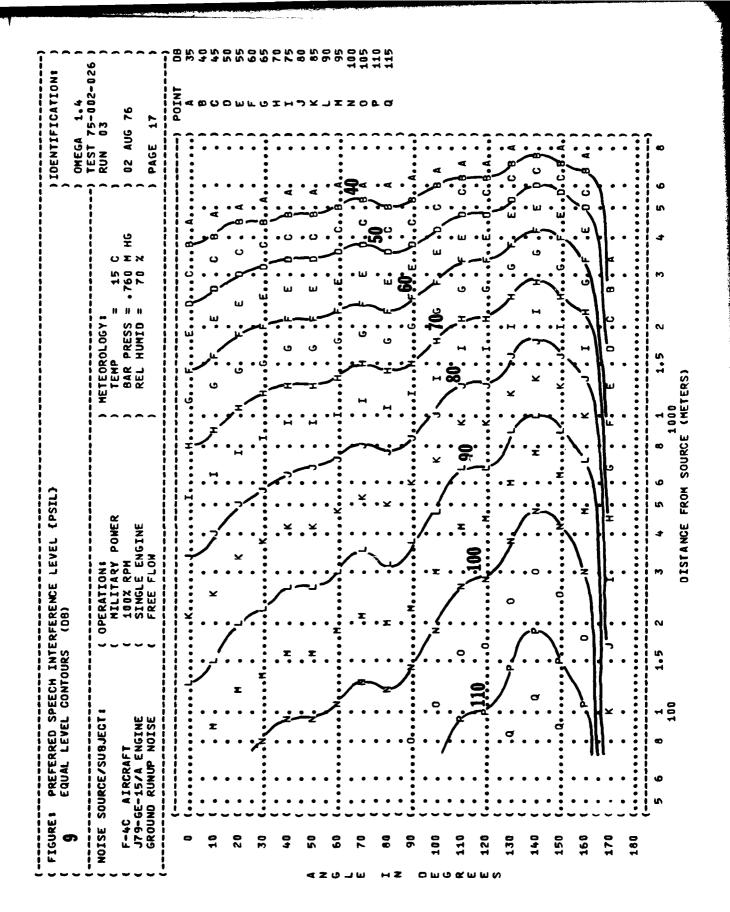
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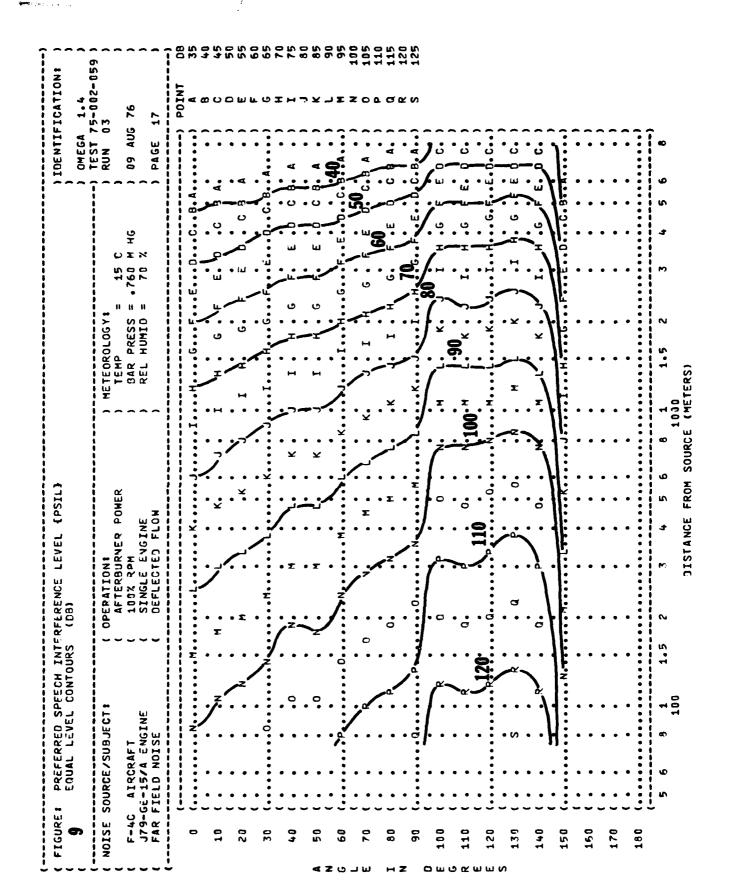
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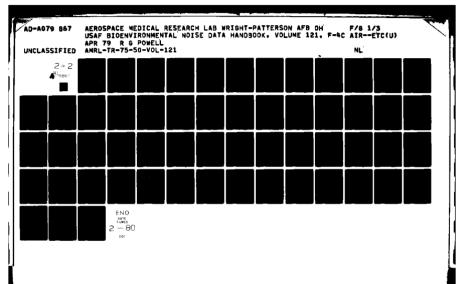
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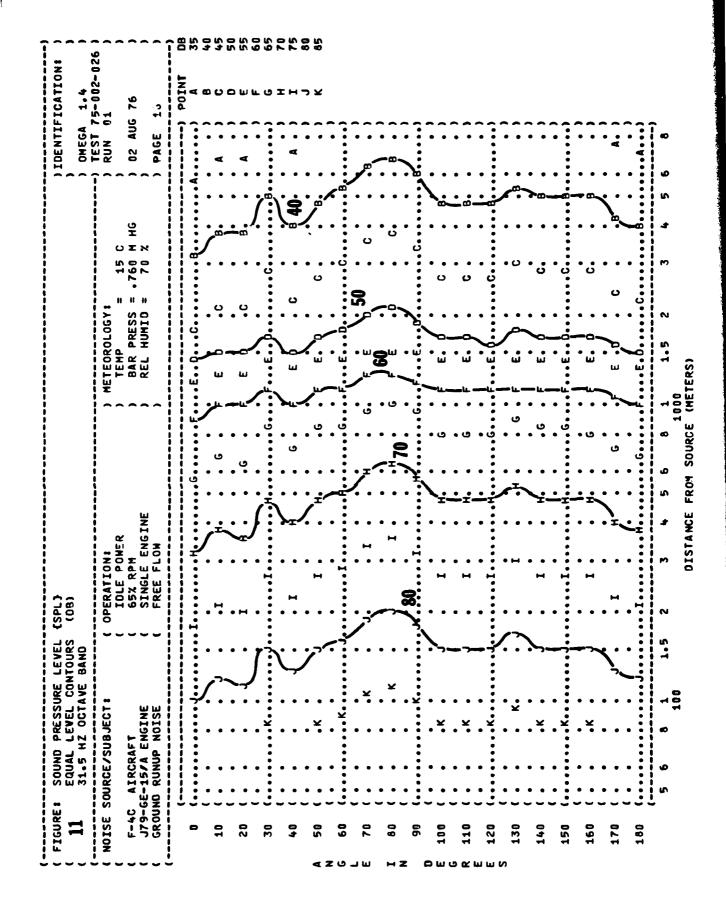
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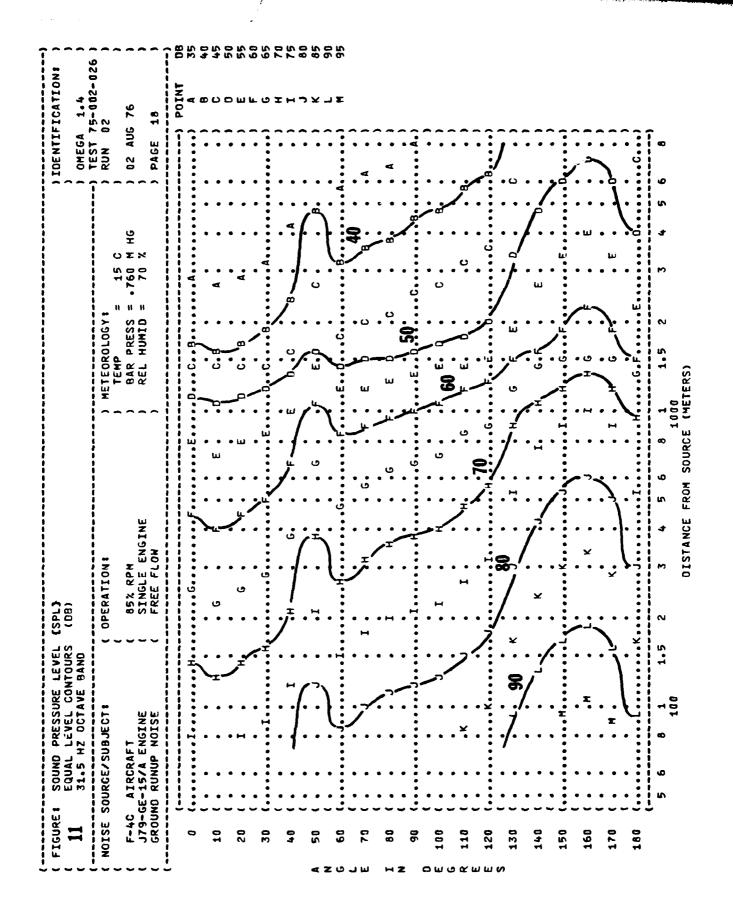
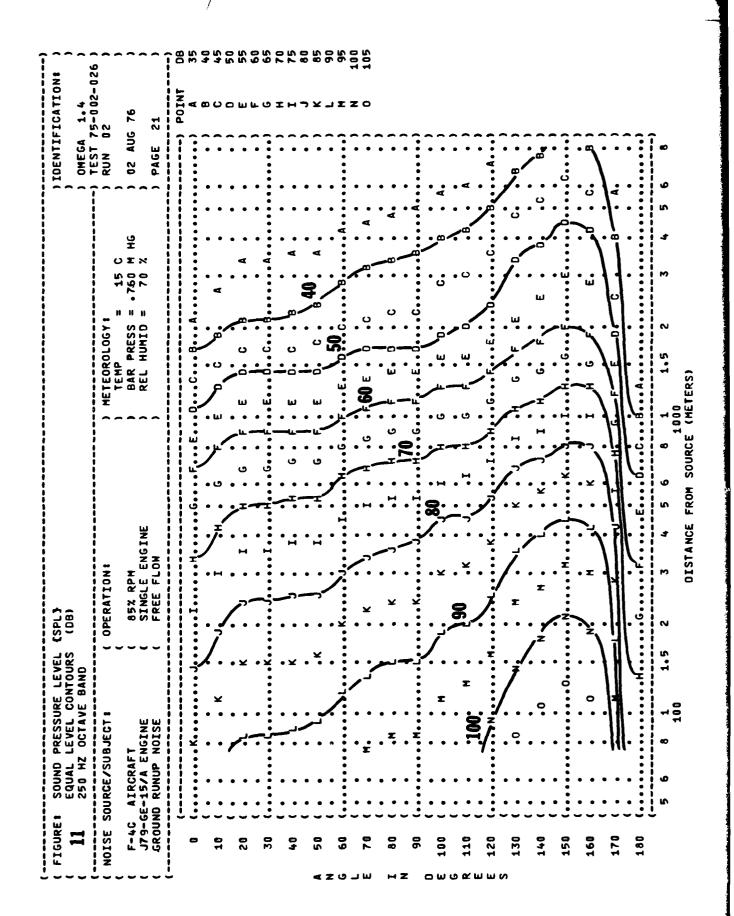
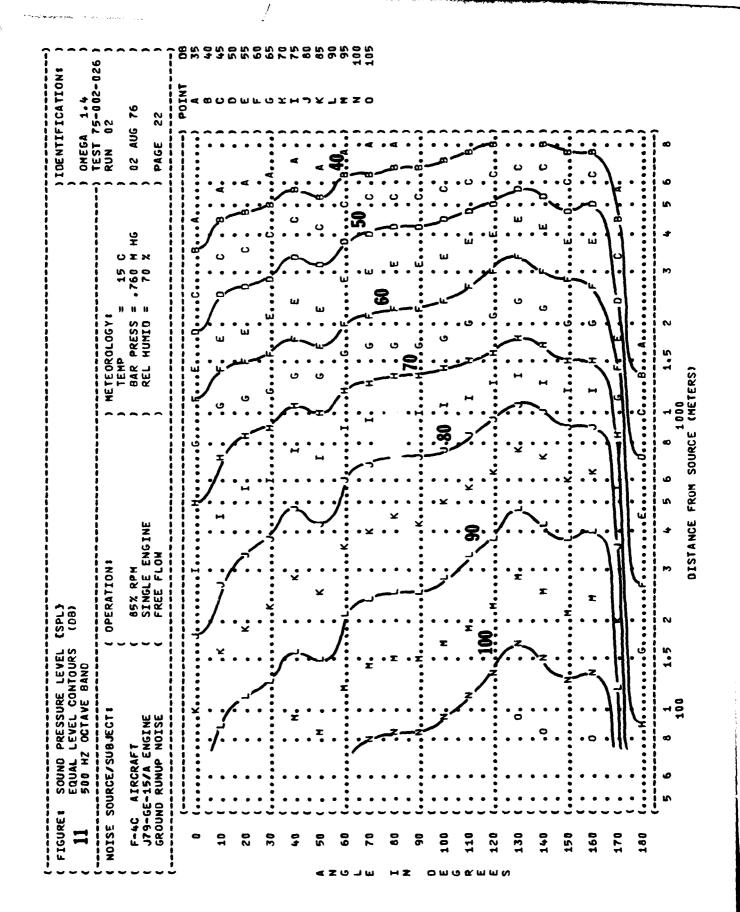
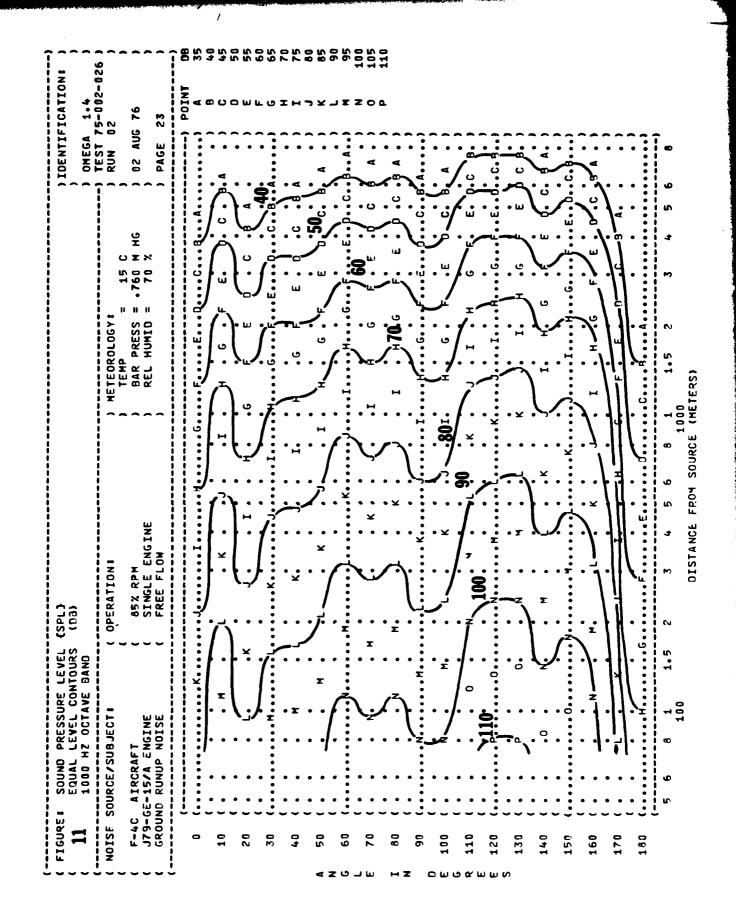


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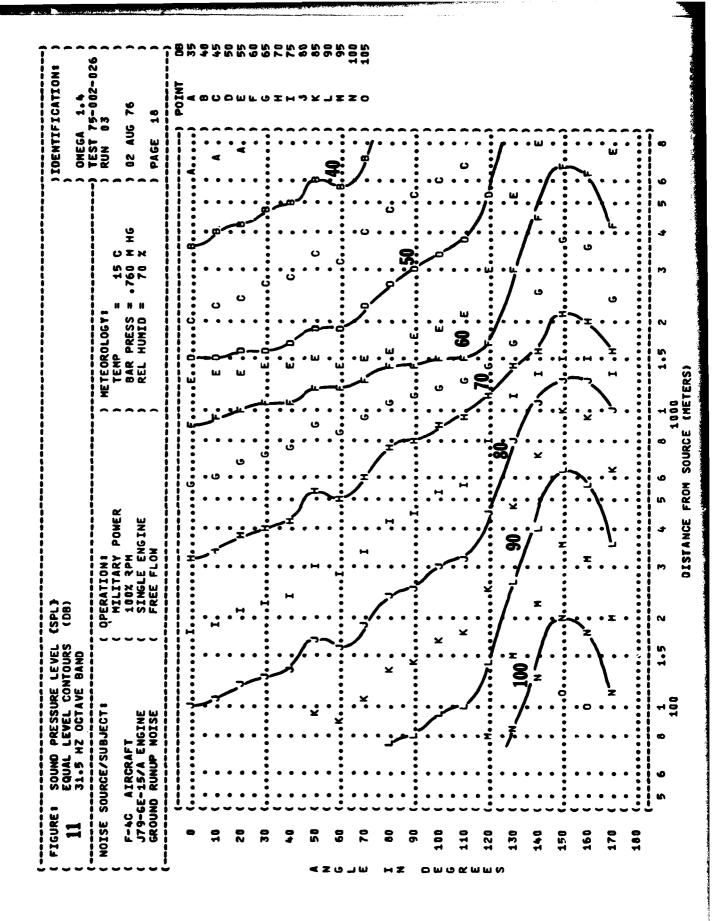


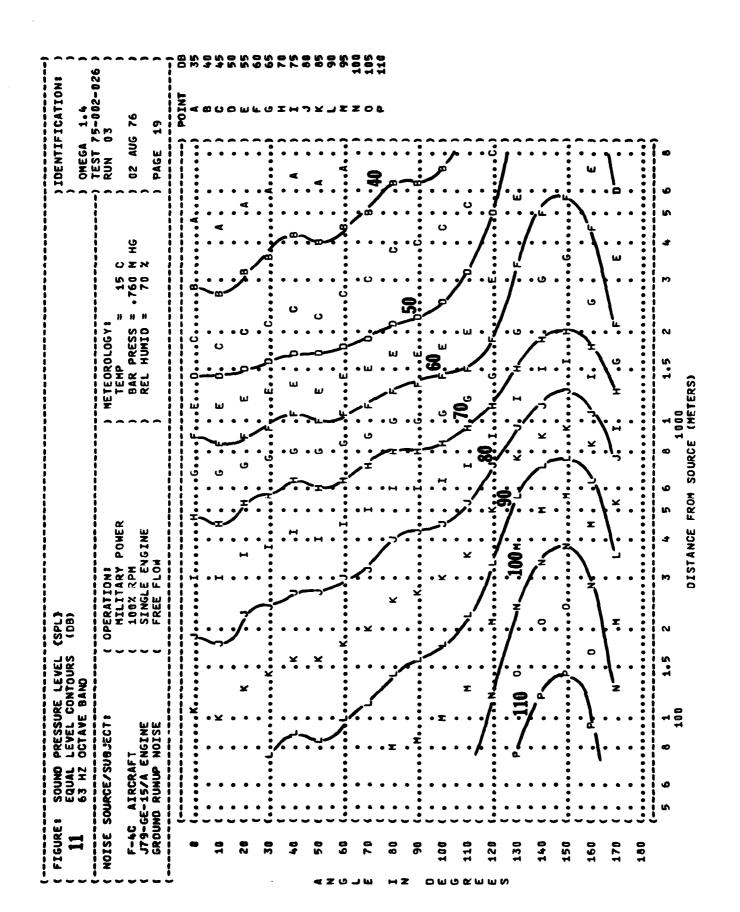


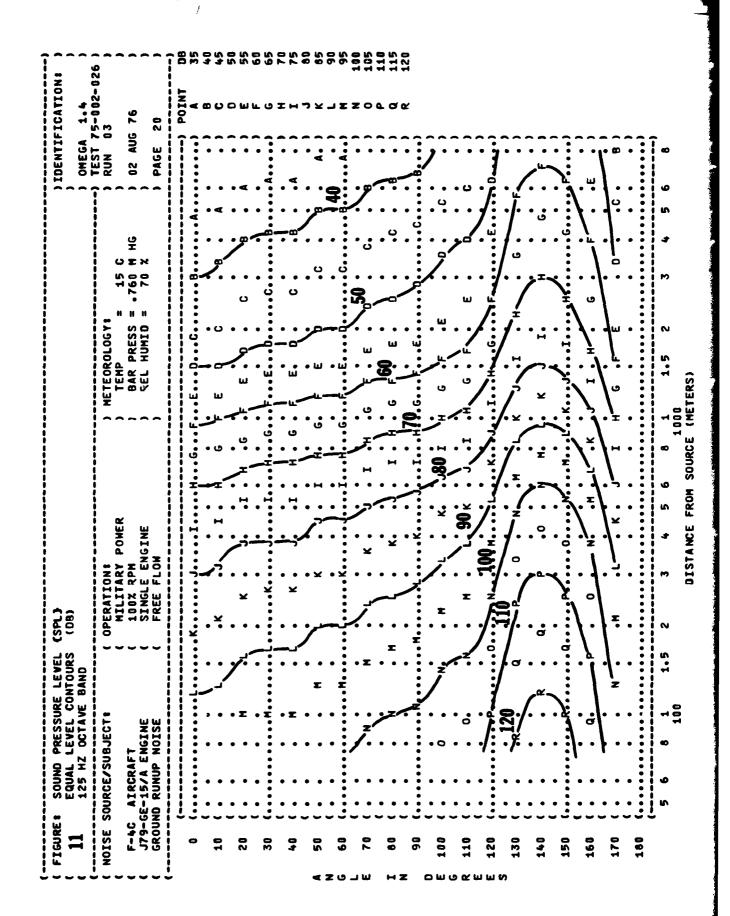
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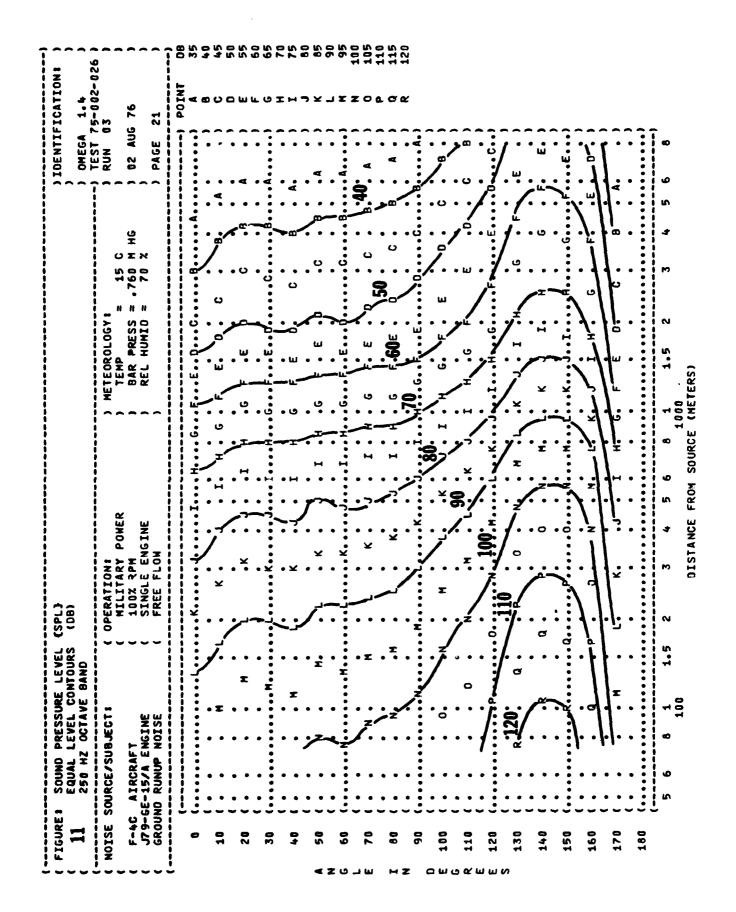
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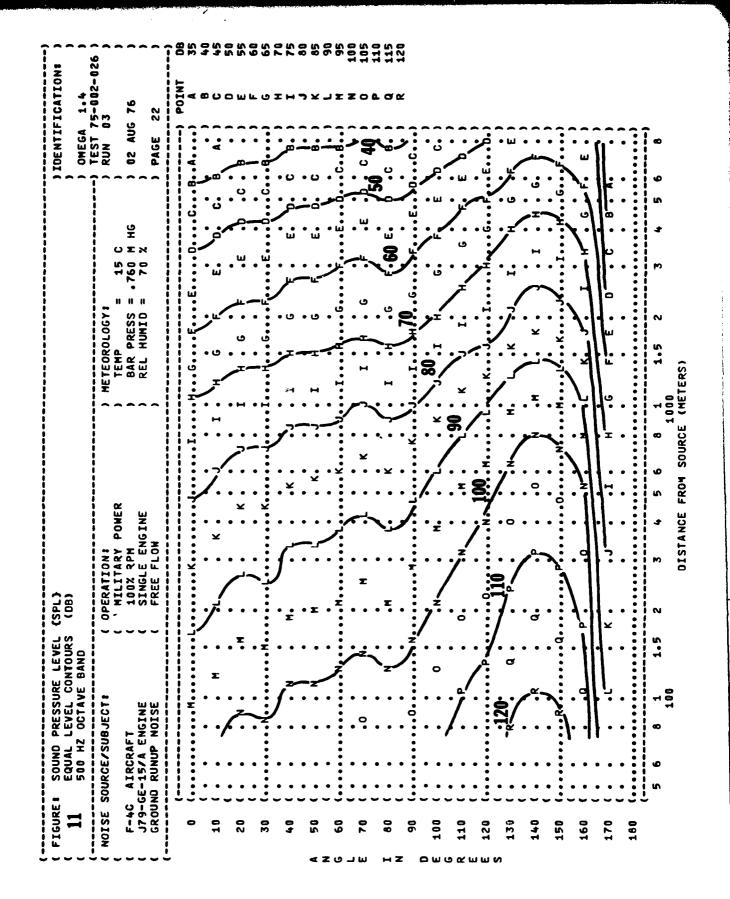
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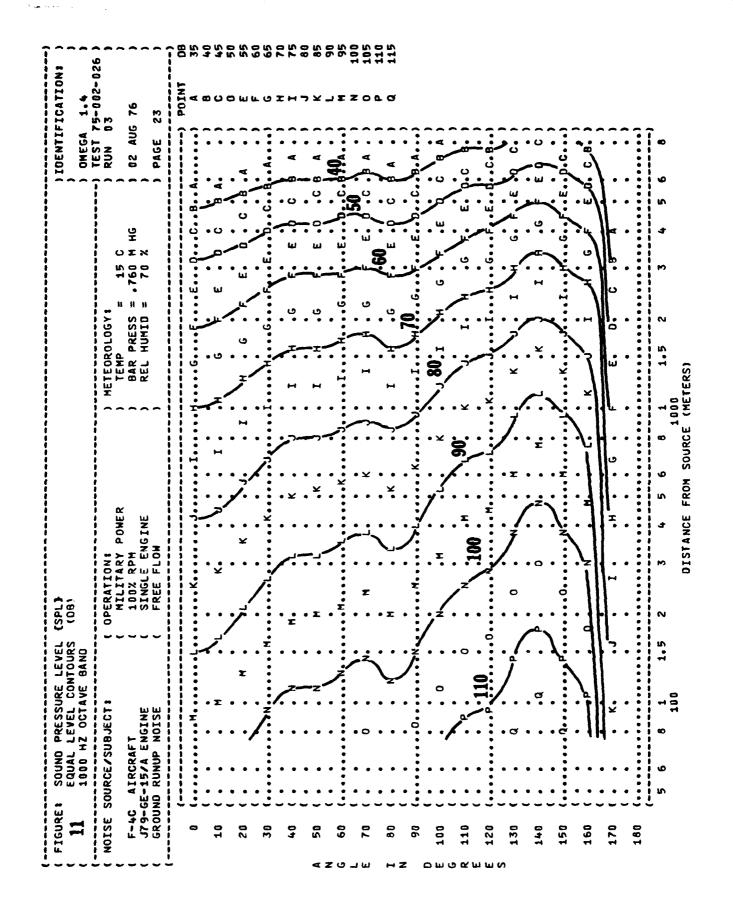


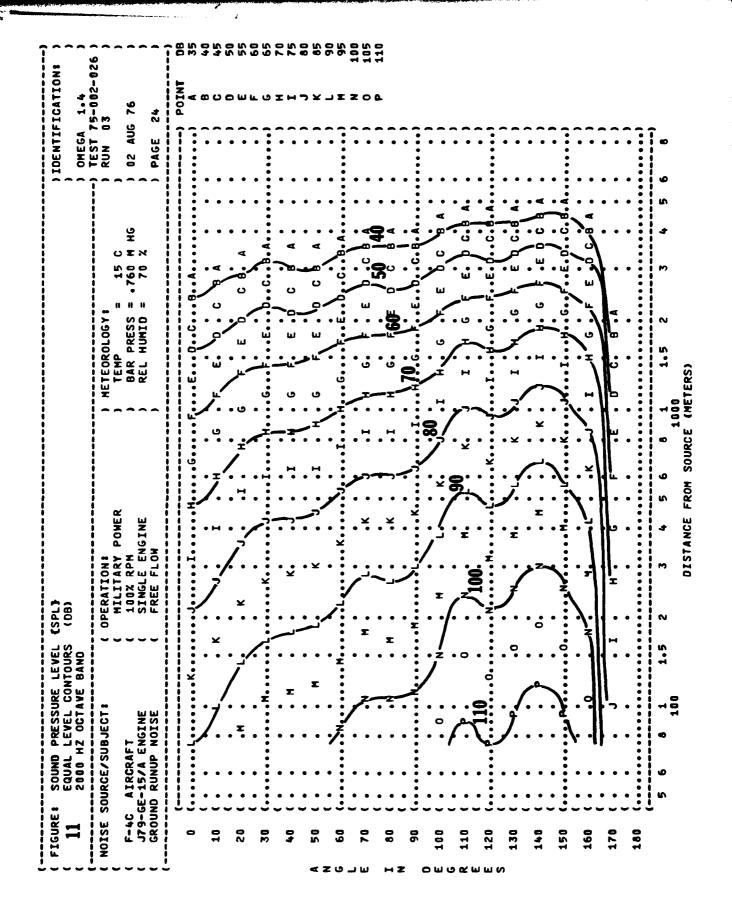






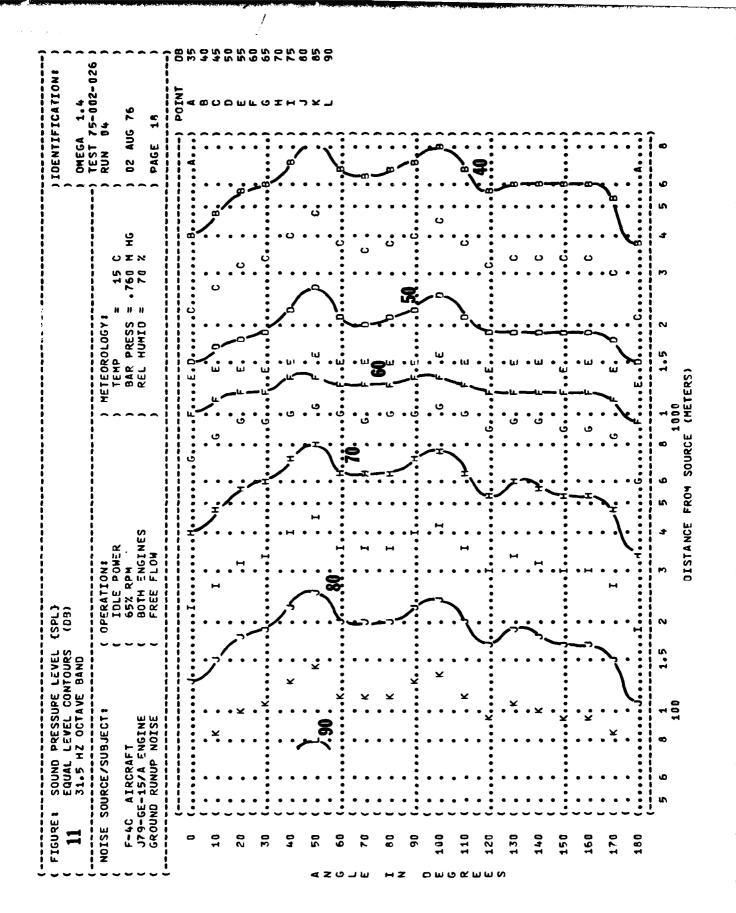


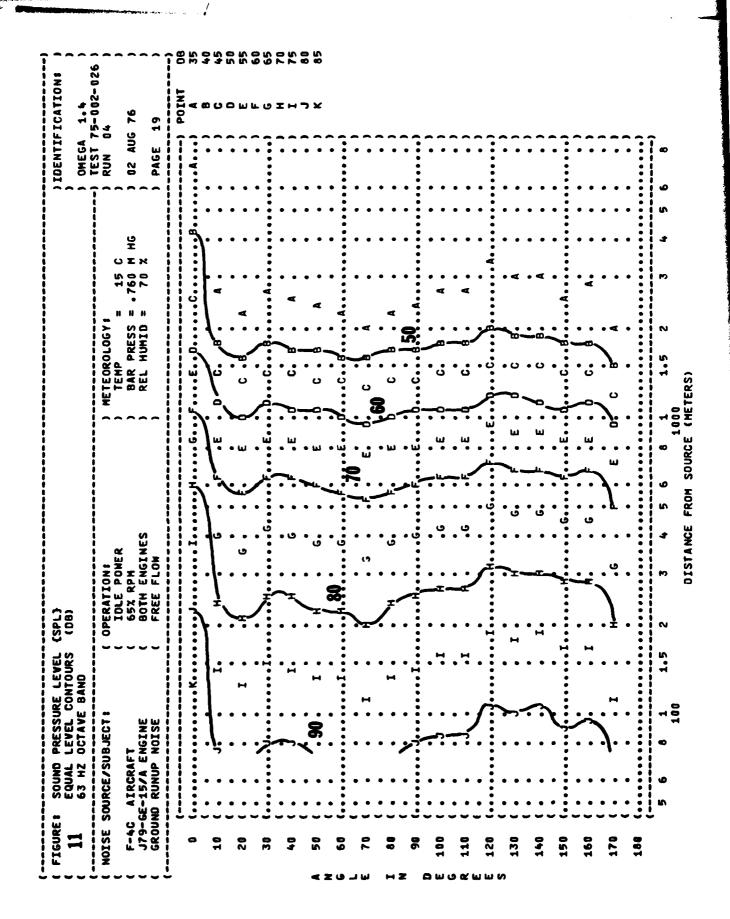




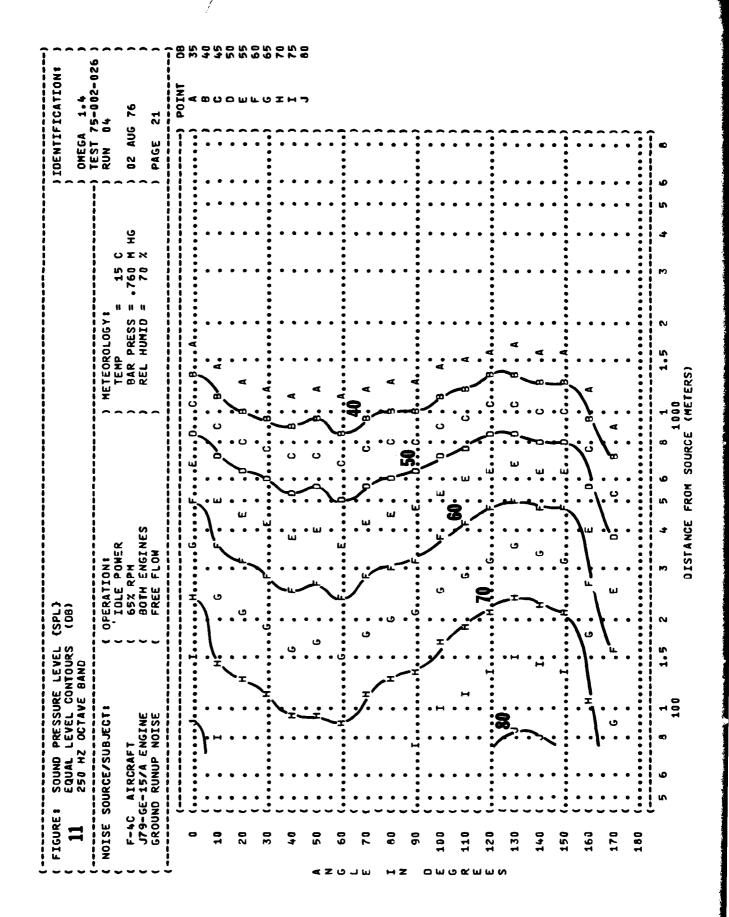
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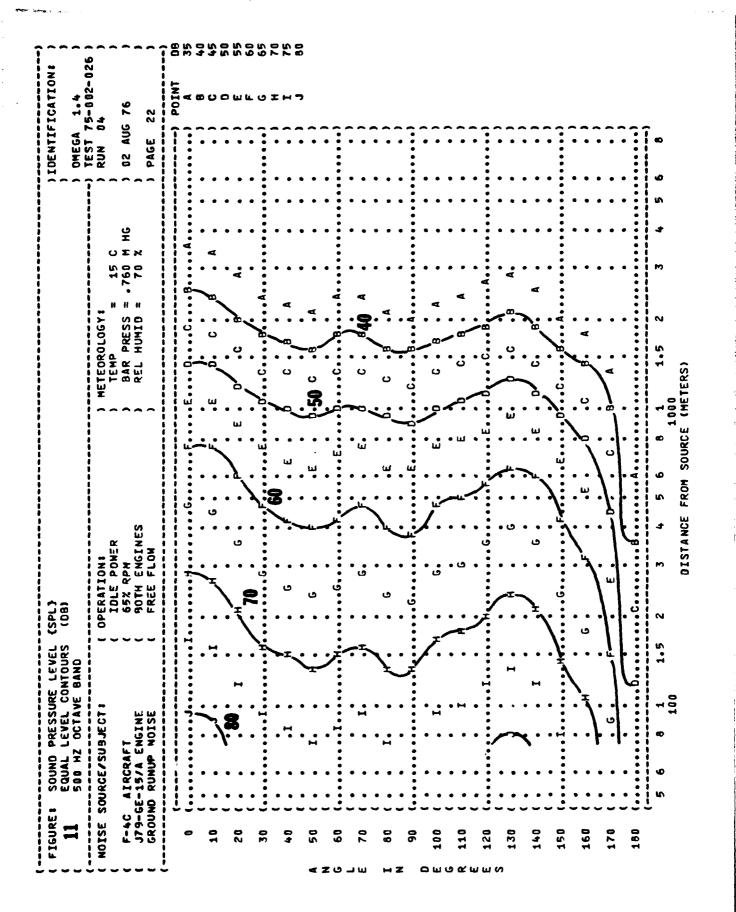
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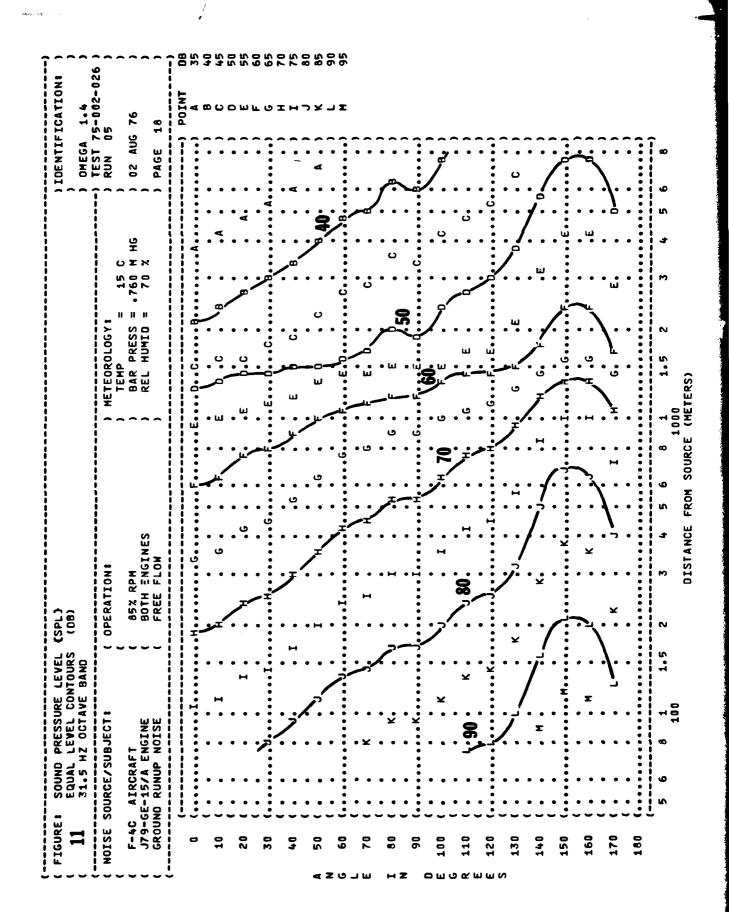


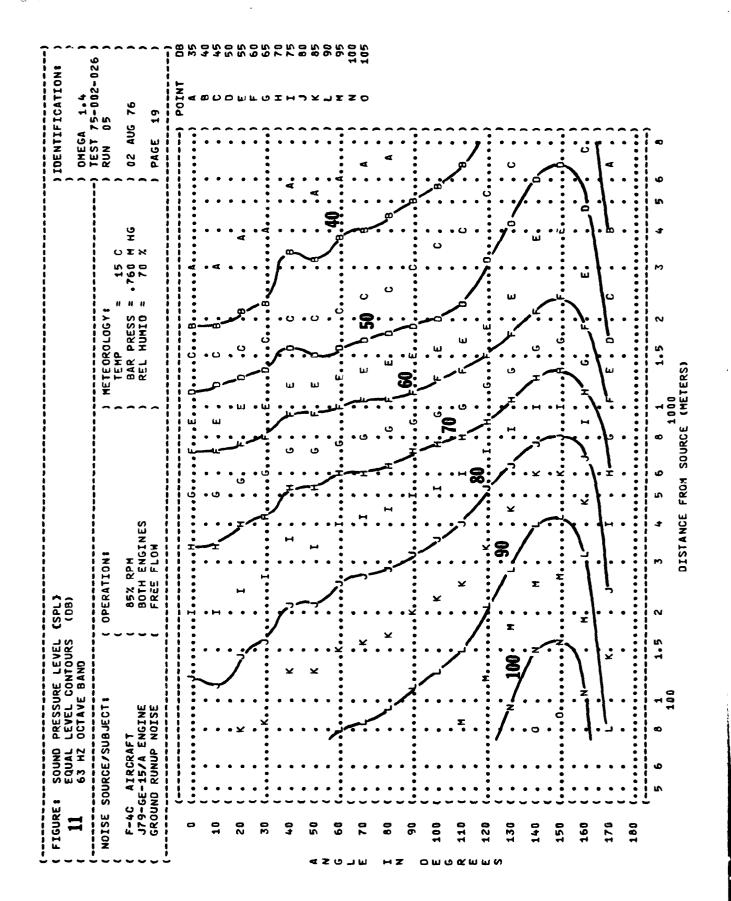
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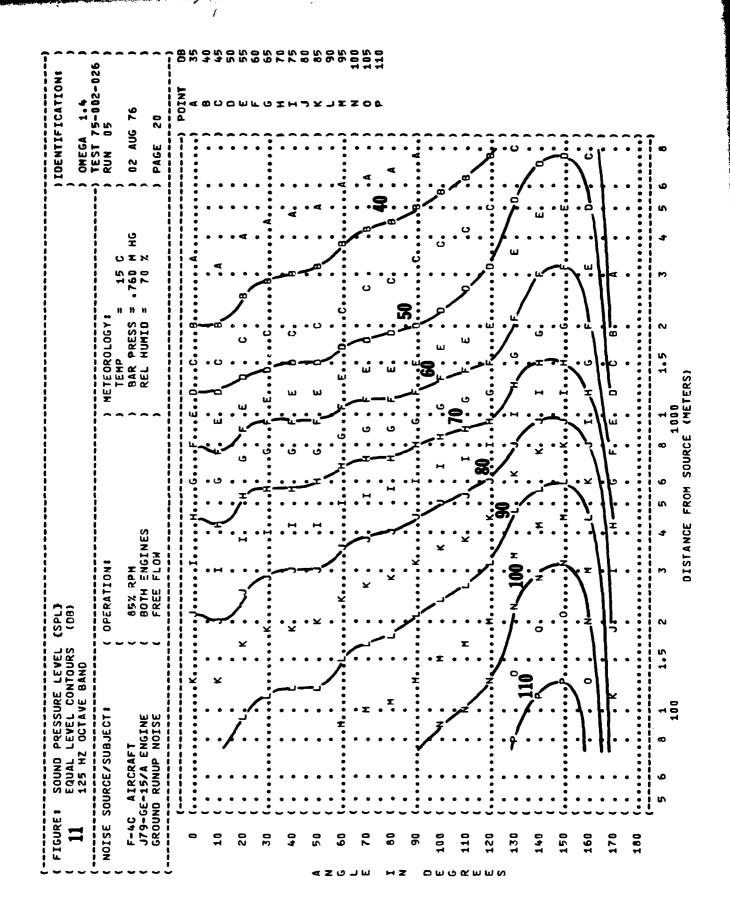
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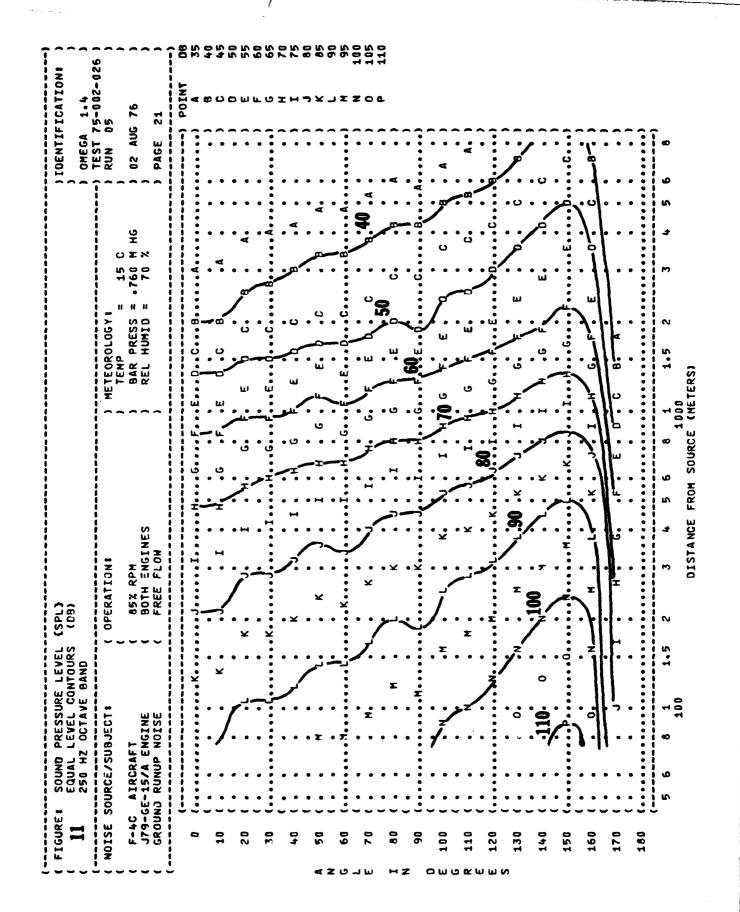
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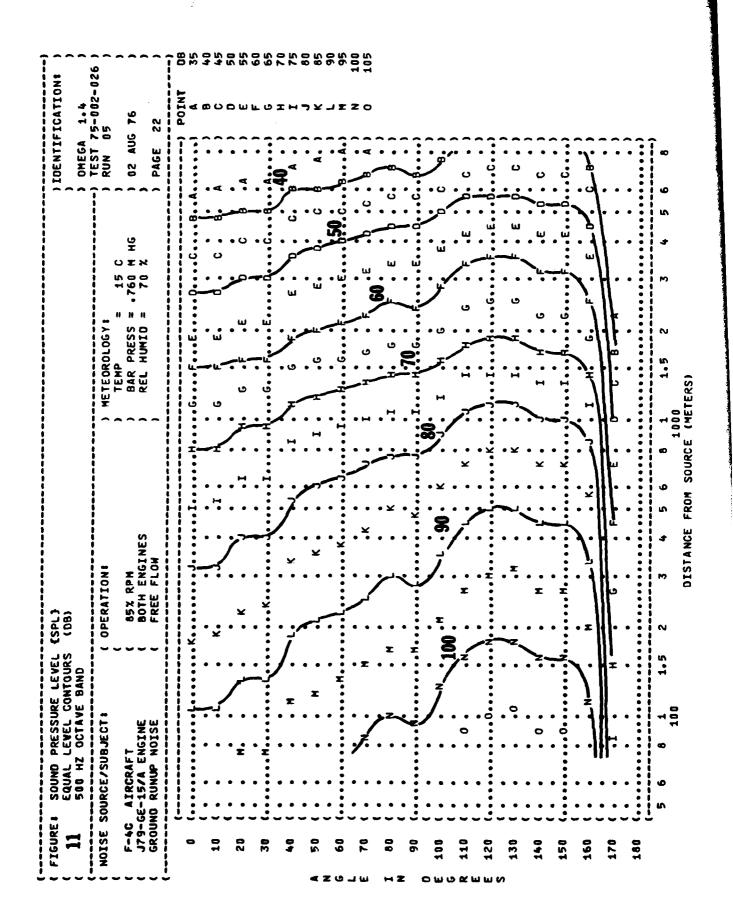
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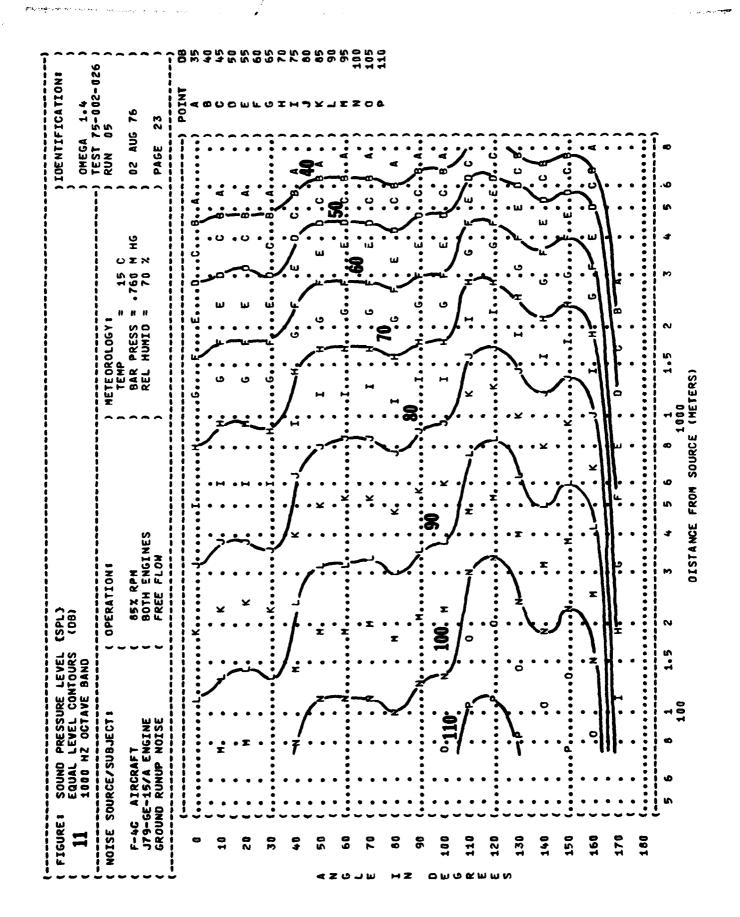


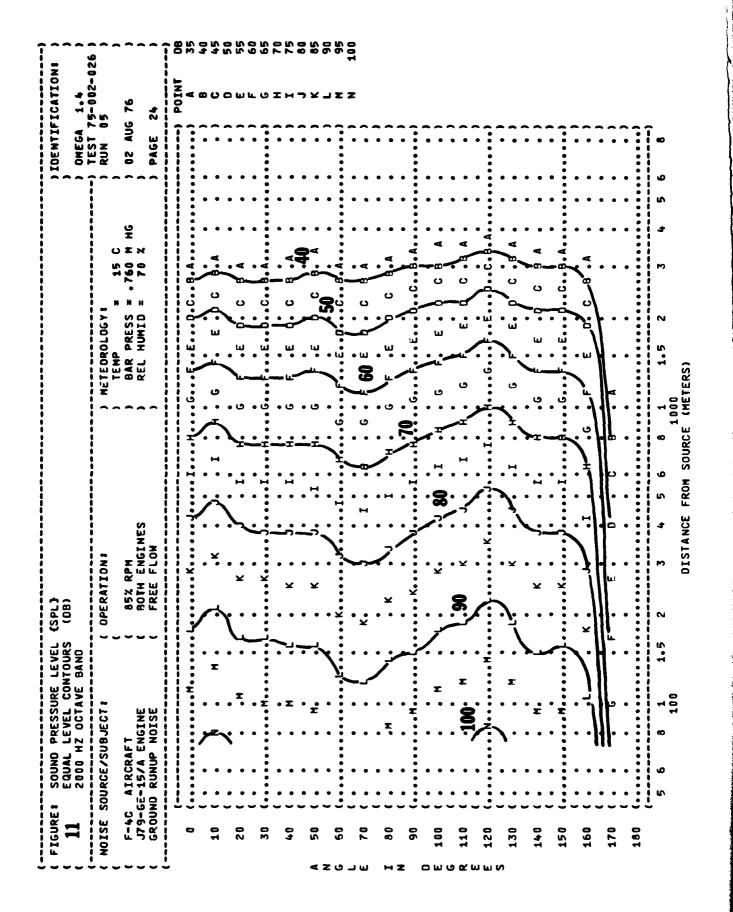






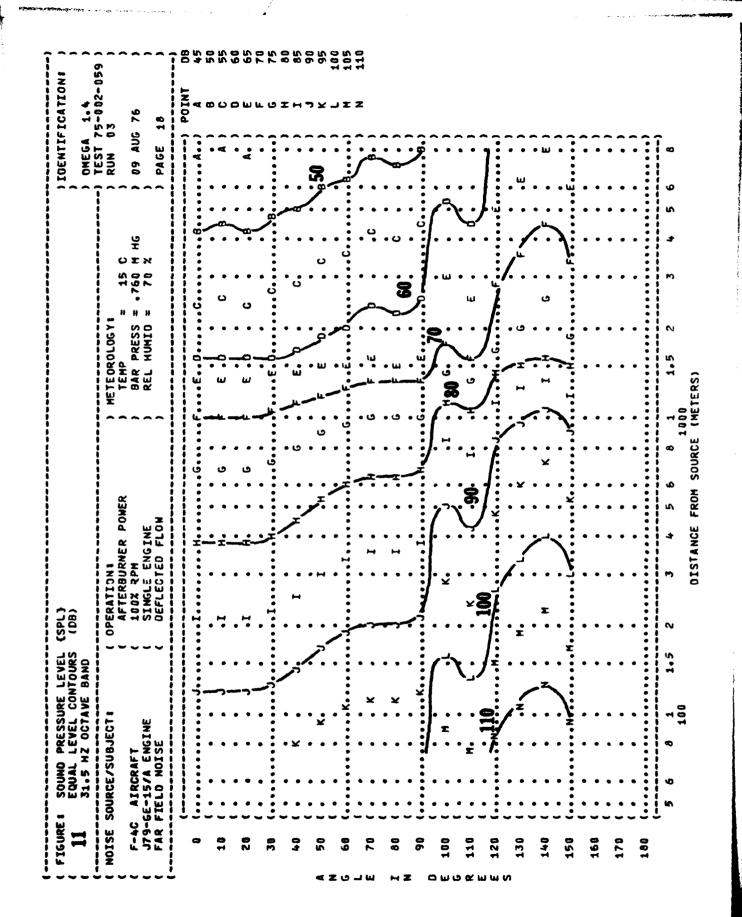


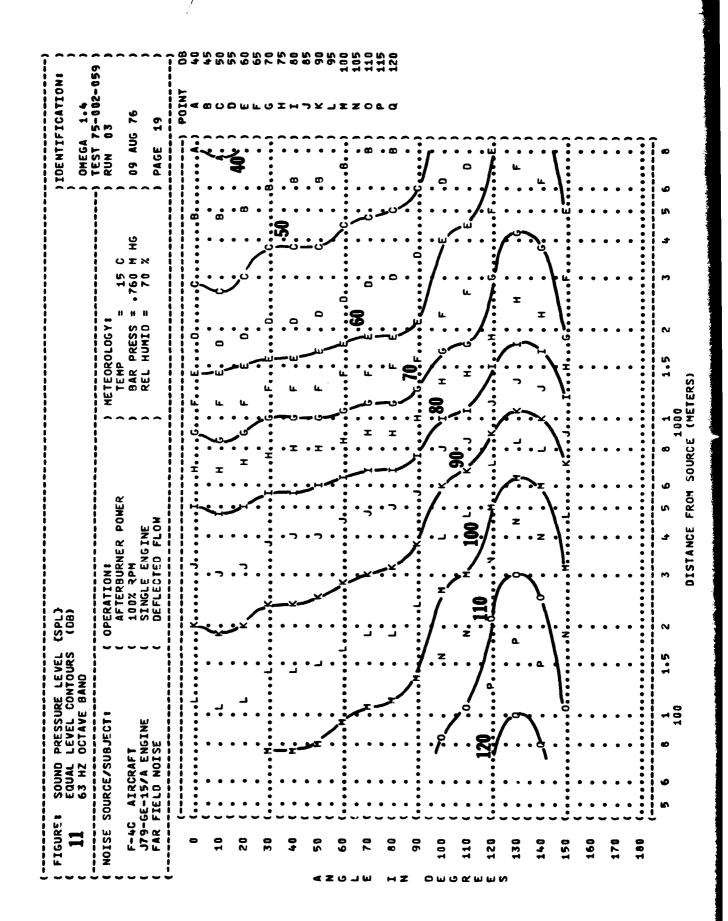




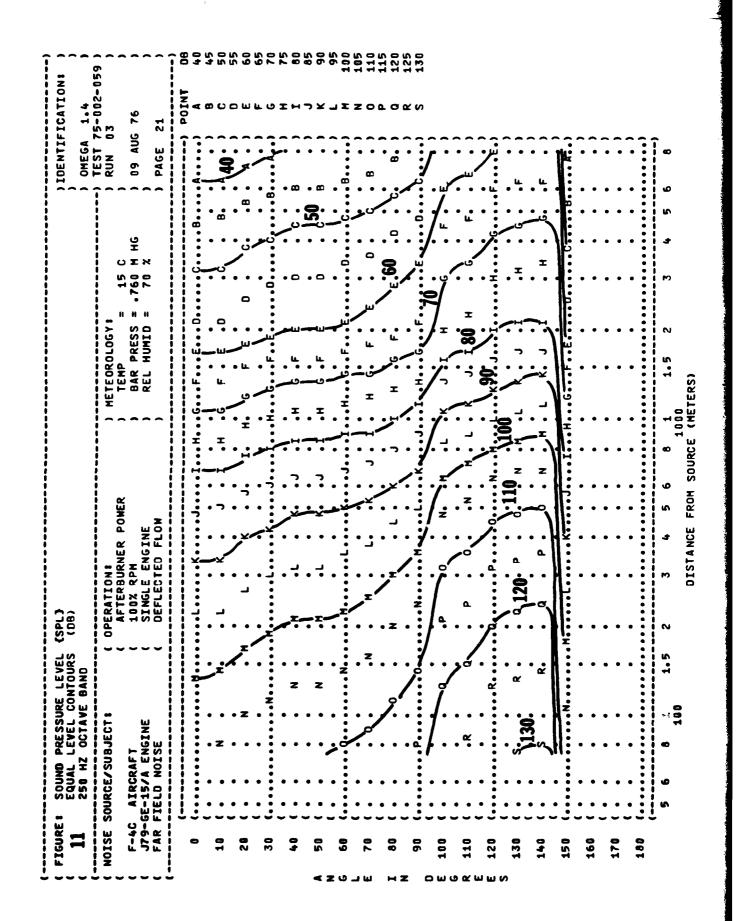
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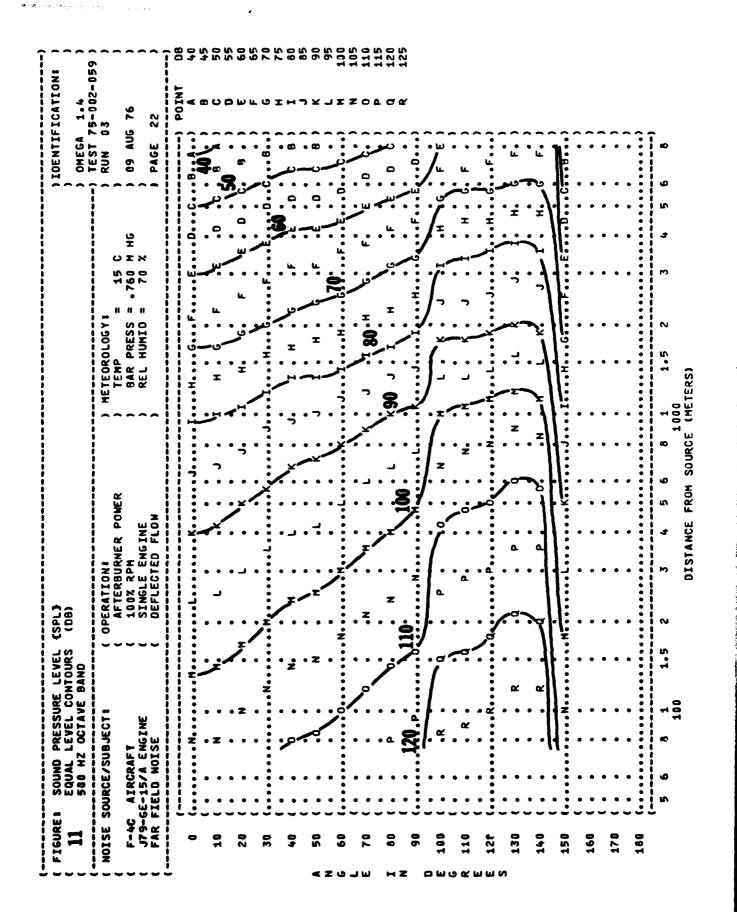
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OPERATION: AFTERBURNER POWER 100% APH SINGLE ENGINE DEFLECTEO FLOM N N N N N N N N N N N N N N N N N N N	) LUENILFICATIONS ) OMEGA 1.4 ) METEOROLOGY: ) TEMP ) BAR PRESS = .760 M HG ) DEI HIMTO = 70 %			100 F	I STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA
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